PUBLIC HEARING ON NAVIGATION IMPROVEMENTS ON NARRAGUAGUS RIVER, MAINE.

TOWN HALL
MILBRIDGE, MAINE
DECEMBER 17, 1957
TUESDAY, 7:30 P.M. E.S.T.

# NEW ENGLAND REPORTING SERVICE, INC. SHORTHAND REPORTERS .

110 TREMONT STREET
BOSTON 8, MASSACHUSETTS

LIBERTY 2-3740 UNIVERSITY 4-5686

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U. S. ARMY ENGINEER DIVISION, NEW ENGLAND CORPS OF ENGINEERS 150 Causeway Street Boston 14, Mass.

Address reply to The Division Engineer

December 3, 1957

Refer to File No. MEDGW

TO WHOM IT MAY CONCERN:

#### NOTICE OF PUBLIC HEARING ON NAVIGATION IMPROVEMENTS

The Division Engineer has been directed to make a survey study of

#### NARRAGUAGUS RIVER, MAINE

The study is to be made in accordance with the following resolution, adopted June 27, 1956

"Resolved by the Committee on Public Works of the House of Representatives, United States, that the Board of Engineers for Rivers and Harbors be, and is hereby, requested to review the reports on Marraguagus River, Maine, heretofore submitted to the Congress, with a view to determining what improvements for navigation are advisable at this time."

In order that the required report may fully cover the matter, a Public Hearing will be held in the Town Hall, Milbridge, Maine on:

Tuesday, December 17, 1957 at 7:30 P.M., Eastern Standard Time.

For your information the existing Federal project, adopted in 1886, provides for a channel ll feet deep from deep water to Long Wharf, thence 9 feet deep to the anchorage known as "Deep Hole." The existing project was completed in 1907. No maintenance work has been performed.

All interested parties are invited to be present or represented at the above time and place, including representatives of Federal, State, County and Municipal agencies, and those of commercial, industrial, civic, highway, railroad and water transportation interests, and property owners concerned. They will be afforded full oppurtunity to express their views concerning the character and extent of the improvement desired and the need and advisability of its execution.

Sponsors of the improvement are urged to present pertinent factual material bearing upon the general plan of improvement desired and to give detailed supporting data on the economic justification of the undertaking. Opposing interests, if any, are also urged to state the reasons for their position. A questionnaire is inclosed for guidance in the preparation and submission of information concerning the project.

Oral statements will be heard, but for accuracy of the record all important facts and arguments should be submitted in writing in quadruplicate, as the records of the hearing will be forwarded for consideration by the Secretary of the Army. Written statements may be handed to the hearing orficer at the hearing or mailed to this office beforehand.

Please bring the foregoing to the attention of persons known to you to be interested in the matter.

AIDEN K. SIBLEY
Brigadier General, U. S. Army
Division Engineer

1 Incl:
 Nav. Questionnaire (Form 1)

List of LCCAL INTERESTS to whom notices were sent <u>December 3, 1957</u> relative to the Fublic Hearing on Navigation Improvements for Narraguagus River, Maine on December 17, 1957.

#### LCCAL IMTERESTS

Mr. Herald J. Beckett, County Commissioner, Eastport, Maine

Mr. Clayton Jay, Jr., County Commissioner, Cherryfield, Maine Mr. John C. McFaul, County Commissioner, Calais, Maine

Mr. Alvah W. Kandall, County Treasurer, Machias, Maine

Mr. Harry F. Pinkham, Sclectman, Town of Milbridge, Maine

Mr. Theodore Strout, Selectman, Town of Milbridge, Maine

Mr. E. Philip Sawyer, Selectman, Town of Milbridge, Maine

Mr. Rollin H. Thurlow, Town Manager, Town of Milbridge, Maine (10)

Mr. Lawrence E. Strout, Town Clerk, Town of Milbridge, Maine

Mr. J. Carleton Wood, Assessor, Town of Milbridge, Maine

Gladys Dorr, Health Officer, Town of Milbridge, Maine

Mr. Reginald C. Strout, Harbor Master, Town of Milbridge, Maine

Mr. Percy Alley, Milbridge, Maine

Mr. Lee Alley, Milbridge, Maine

Mr. Arthur Anderson, Milbridge, Maine

Mr. Howard Ball, Milbridge, Maine

Mr. Ellis Batson, Milbridge, Maine

Mr. Benjamin F. Beal, Milbridge, Maine

Mr. Bertram Beal, Milbridge, Maine

Mr. Charles Beal, Milbridge, Maine

Mr. Clarence Beal, Beals Harbor, Maine

Mr. Curtis Beal, Milbridge, Maine

Mr. Ernest Beal, Milbridge, Maine

Mr. Ernest Beal, Jr., Milbridge, Maine

Mr. Franklin Beal, Milbridge, Maine

Mr. Malcolm Beal, Milbridge, Maine

Mr. Milton Beal, Milbridge, Maine

Mr. Nehemiah Beal, Milbridge, Maine

Mr. Stanley Beal, Milbridge, Maine

Mr. Robert Bothe, Box 95, North Wales, Penna.

Mr. Paul Bradbury, Milbridge, Maine

Mr. Charles Brown, Milbridge, Maine

Mr. Edger Brown, Milbridge, Maine

Mr. Irving Brown, Milbridge, Maine

Mr. Philip Brown, Milbridge, Maine

Mr. Charles Burgess, Milbridge, Maine

Mr. Charles Burke, Milbridge, Maine

Mr. Irving Burke, Milbridge, Maine

Mr. Merrill Burke, Milbridge, Maine

Mr. J. A. Burnham, Milbridge, Maine

Mr. Franklin Carter, Milbridge, Maine

Mr. Willard Carter, Milbridge, Maine

Mr. Emile J. Casey, Milbridge, Maine

Mr. Harold Chipman, Milbridge, Maine

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- Mr. John A. Chipman, Milbridge, Maine
- Mr. Milton Chipman, Milbridge, Maine
- Mr. Ralph Chipman, Milbridge, Maine
- Mr. Sidney Chipman, Milbridge, Maine
- Mr. Willis Chipman, Milbridge, Maine
- Mr. Frank L. Coffin, Milbridge, Maine
- Mr. Franklin Coffin, Milbridge, Maine
- Mr. Burleigh Crane, Milbridge, Maine
- Mr. Charles Cury, 4601 Beechwood Rd., Wilmington, Del.
- Mr. Wilbur Dameron, Milbridge, Maine
- Mr. Harry Dorr, Milbridge, Maine
- Mr. Lewis Dorr, Milbridge, Maine
- Mr. Robert Dorr, Milbridge, Maine
- Mr. Charles Dow, Milbridge, Maine
- Mr. Vernelle Dyer, Belfast, Maine
- Mr. Burton Eldridge, Milbridge, Maine
- Mr. Douglas Eldridge, Milbridge, Maine
- Mr. George Eldridge, Milbridge, Maine
- Mr. Reginald Elwell, Ripley Lane, Weston, Mass.
- Mr. Earl Farnsworth, Milbridge, Maine
- Mr. James Fickett, Milbridge, Maine
- Mr. Harry Freeman, Milbridge, Maine
- Mr. James Freeman, Milbridge, Maine
- Mr. Wilbur Freeman, Milbridge, Maine
- Mr. Carroll Gay, Milbridge, Maine
- Mr. Frank B. Gay, Milbridge, Maine
- Mr. Lawrence Gay, Milbridge, Maine
- Mr. Elmo G. Hall, 415 Penobscot Street, Rumford, Maine
- Mr. Carl Haskins, Milbridge, Maine
- Mr. Benson Hawkins, Milbridge, Maine
- Mr. Jesse Hodgkins, Milbridge, Maine
- Mr. John Holland, Milbridge, Maine
- Mr. Eugene Huckins, Milbridge, Maine
- Mr. John Huckins, Milbridge, Maine
- Mr. Raymond Huckins, Milbridge, Maine
- Mr. Reginald Huckins, Milbridge, Maine
- Mr. Willis Hutchins, Milbridge, Maine
- Mr. Augustus Kelley, Milbridge, Maine
- Mr. Floyd Kelley, Milbridge, Maine
- Mr. William Kelley, Milbridge, Maine
- Mr. David J. Kennedy, Milbridge, Maine
- Mr. Leon Kennedy, Milbridge, Maine
- Mr. Arnold Leighton, Milbridge, Maine
- Mr. C. J. Leighton, Milbridge, Maine
- Mr. Donald Leighton, Milbridge, Maine
- Mr. Ellington Leighton, Milbridge, Maine
- Mr. Foster Leighton, Milbridge, Maine
- Mr. James Leighton, Milbridge, Maine
- Mr. Joseph S. Leighton, Milbridge, Maine
- Mr. Keith Leighton, Milbridge, Maine
- Mr. Vernelle Leighton, Milbridge, Maine

Mr. Joseph Lindsay, Milbridge, Maine

Mr. Harry Mathers, Milbridge, Maine

Mr. Dorien McGraw, Milbridge, Maine

Mr. Donald McLean, Milbridge, Maine

Milbridge, Canning Company, Milbridge, Maine

Mr. B. C. Millett, Milbridge, Maine

Mr. Bud Millett, Milbridge, Maine

Mr. Arthur Nash, Milbridge, Maine

Mr. Frank Nash, Cherryfield, Maine

Mr. Stephen Nonsulick, Cherryfield, Maine

Mr. Stephen Owen, Milbridge, Maine

Mr. Ray Oxley, Milbridge, Maine

Mr. Elmer Parker, Milbridge, Maine

Mr. Richard Parker, Milbridge, Maine

Mr. Ernest Parritt, Milbridge, Maine

Partridge Island Weir Co., Pickering Sq., Bangor, Maine

Mr. Francis Pinkham, Milbridge, Maine

Mr. George Pinkham, Milbridge, Maine

Mr. John Purington, Addison, Maine

Mr. Ivan Ray, Milbridge, Maine

Mr. Leroy Ray, Milbridge, Maine

Mr. Merrill Ray, Milbridge, Maine

Mr. Milford Ray, Milbridge, Maine

Mr. Moses Ray, Milbridge, Maine

Mr. Veral Ray, Milbridge, Maine

Mr. Guy Roberts, Milbridge, Maine

Mr. Everett Robinson, Milbridge, Maine

Mr. G. Frank Sammis Jr., Ellsworth, Maine

Mr. A. F. Sawyer, Milbridge, Maine

Mr. Donald Sawyer, Milbridge, Maine

Mr. Henry W. Sawyer, Milbridge, Maine

Mr. W. F. Sawyer, Milbridge, Maine

Mr. Howard Snell, Milbridge, Maine

Mr. Alvin Stanley, Milbridge, Maine

Mr. Edward Stanley, Milbridge, Maine

Mr. D. J. Stanwood, Milbridge, Maine

Mr. Elliot Stanwood, Milbridge, Maine

Mr. Victor A. Stanwood, Milbridge, Maine

Mr. Joe Stevens, Milbridge, Maine

Mr. A. R. Stewart, Milbridge, Maine

Mr. Charles Stewart, Cherryfield, Maine

Mr. Adrian Strout, Milbridge, Maine

Mr. A. E. Strout, Milbridge, Maine

Mr. Alton Strout, Milbridge, Maine

Mr. Arnold Strout, Milbridge, Maine

Mr. Basil Strout, Milbridge, Maine

Mr. Clyde Strout, Milbridge, Maine

Mr. Earl Strout, Milbridge, Maine

Mr. Everett A. Strout, Milbridge, Maine

Mr. Everett B. Strout, Milbridge, Maine

Mr. F. G. Strout, Milbridge, Maine

Mr. Gordon Strout, Milbridge, Maine

Mr. Herbert Strout, Milbridge, Maine

Mr. H. L. Strout, Jr., Milbridge, Maine

Mr. James A. Strout, Milbridge, Maine

Mr. James C. Strout, Milbridge, Maine

Mr. Lawrence E. Strout, Milbridge, Maine

Mr. Lawrence W. Strout, Milbridge, Maine

Mr. Preston C. Strout, Milbridge, Maine

Mr. Robert L. Strout, Milbridge, Maine

Mr. R. B. Strout, Milbridge, Maine

Mr. Theodore Strout, Milbridge, Maine

Mr. Willis Strout, Milbridge, Maine

Mr. Harry Taylor, Milbridge, Maine

Mr. Earl Tibbets, Milbridge, Maine

Mr. Clarence A. Tucker, 49 Ellery Street, Cambridge, Mass.

Mr. Russell Tucker, Milbridge, Maine

Mr. Edgar Turner, Millbridge, Maine

Mr. George Turner, Millbridge, Maine

Mr. Russell Turner, Milbridge, Maine

Mr. Albert Wallace, Milbridge, Maine

Mr. Everett Wallace, 2 Milliken Court, Augusta, Maine

Mr. Raymond Warren, Milbridge, Maine

Mr. Roland Warren, Milbridge, Maine

Mr. C. Watson, Milbridge, Maine

Mr. C. H. West, Milbridge, Maine

Mr. Frank West, Milbridge, Maine

Mr. George West, Milbridge, Maine

Mr. Harold West, Milbridge, Maine

Mr. Robert Whitten, Milbridge, Maine

Mr. J. C. Wood, Milbridge, Maine

Mr. J. Hollis Wyman, Milbridge, Maine

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Milbridge, Maine. Bebruary 21st, 1962

Brigadier General Seymour A. Petter, Jr. U. S. Army Riginser Division 424 Trapelo Bond, Walthum. 54. Mass.

Dear General Potter:

We have been maked by Town Manager, Clarence J. Buckley, of Milbridge, to advise you of our willingness to comply with your request for the plans of the L. Bay Packing Company in providing the necessary depths to our dock under the Barraguagus Dredging Project thereby making it possible to unload fish for our plant at all stages of the tide.

In 1957 our company purchased the former Standard Oil Dock ruins which is located just south of the 61d. Secandont Wharf and only a short distance from the proposed channel dredging.

This is to inform you that we will make the necessary improvements here to allow us to convey the fish from this legation to our plant and will definitely take steps to meet your requirements as to access channel to this docking area.

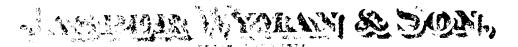
We feel that this improvement is minor and wholeheartedly support the Marraguagus Dredging Project which is so necessary for all concerned.

Yours very truly,

L. Ray Packing Company

By

Z Ray



## GANNED FOODS.

### MILBRIDGE MAINE

**м**ылк , нтызг. 4.9311

February 13, 1962

Brigadier General Seymour A. Potter, Jr., U.S.A. U. S. Army Engineer Division 424 Trapelo Road Waltham 54. Massachusetts

Dear Sira

This is to inform you that we definitely will dredge Berthing Depths commensurate with the proposed channel depths for our dock at our sardine cannery in Milbridge when the channel is dredged.

Furthermore, we want to repeat how important it is to have this channel dredging done for the sardine industry. As you are well aware, the quality of food is constantly being improved, so that only the very best is acceptable. Further, you know how rapidly fish deteriorate, and so when we leave fish in the hold of a boat for a few hours waiting for the tide to provide sufficient water for the boat to get to the dock, the quality of our product is deteriorating. In some cases, it has been known to make the difference between having an acceptable product and being obliged to send the fish to the fish meal plant.

As you know, the Maine Sardine Industry is having a struggle, and the carrying cut of this Narraguagus River Dredging Project is of utmost importance to the canners operating in this area. Therefore, it is for the best interest of all concerned to advise you definitely and quarantee that when the dredging is done, we will provide depths to our dock which are commensurate with the channel.

Thanking you, we are

Very truly yours,

JASPER WYMAN & SON

J. Hollis Wyman

MAN 5 BRANE UMEDERRIES HE FILLINGS CLAMS CLAM MHCE SARDINES FANCY LLYE LOBSTERS

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# Milbridge Canning Corp.

MILBRIDGE, MAINE

February 13, 1960

Brigadier General Seymour A. Potter Jr., Division engineer Corps of Engineers U. S. Army Engineer Div. New England 424 Trapelo Road Waltham, Mass.

G ntlamen:

We have been asked by the Town Manager of Milbridge, Maine, Mr. Clarence Buckley, to make known our views relative to the Company participation in dredging channel from the proposed Narraguagus dredging project to our Company facilities.

Our participation of dredging and maintaining from the channel's edge to Company facilities is trivial compared to the substantial benefits to be derived from the proposed project.

Should this project be approved for completion, you can be assured that we shall be the first to comply with your requests.

Respectfully submitted

MI BRIDGE CAMING CORP.

Stephon A. Nonsulick, V.

SAN.f

# TOWN OF MILBRIDGE MILBRIDGE, MAINE

January 18, 1962

Hon. Edmmd S. Muskie, United States Senate, Washington, D. C.

Dear Semptor Maskie:

In the December 1st, 1961 issue of the Bangor Daily News an item appeared, as follows:

"On the Marraguagus River, where local interests desire channel deepening for commercial fishing boats, studies are completed and a report is to be submitted in December, the general said"

This was under the caption "Army Engineer gives Status of State Harbor, River Work"

As we have heard nothing further regarding this I thought I would again ask you to sheek on it for us.

We are now informed indirectly that the interests of the Milbridge Canning Company have been in contact with the Small Business Administration regarding the rebuilding of the plant destroyed by fire last April.

Yours very truly,

Clarence J. Buckley Town Manager

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## MAINE PORT AUTHORITY



MAINE STATE PIER . PORTLAND, MAINE . TEL SPRUCE 5-8608

KDWARD LANGLOW, JR. GENERAL MANAGER

September 20, 1961

Brigadier General Seymour A. Potter, Fr., C.A. Division Engineer U.S. Army Engineer Division, New England Corps of Engineers 424 Trapelo Road Waltham, Massachusetts

Refer: NELGW

Dear General Potter:

#### Narraguagus River

Reference is made to your letter of September 15th on the current status and request for comment on the Narraguagus River navigation improvement project.

In reviewing your letter and the information that you forwarded, it would appear to me that the State of Maine would cooperate as it has in the past regarding the State's position on proposed improvements, if this project is authorized for construction.

I note that you will be writing, at a later date, for an official comment from the Governor of Maine on this proposed plan.

If we can be of further service, please advise.

Sincerely yours,

AIRE PORT

Edward Langlois

anager

EL/1g cc: Non Green

#### OFFICIAL REPORT OF PROCEEDINGS

#### BEFORE THE

NEW ENGLAND DIVISION

OF THE

CORPS OF ENGINEERS, U. S. ARMY

HEARING OFFICER: LT. COLONEL MILES L. WACHENDORF
CORPS OF ENGINEERS, U. S. ARMY

IN THE MATTER OF: PUBLIC HEARING ON NAVIGATION

IMPROVEMENTS FOR NARRAGUAGUS

RIVER, MAINE.

PLACE: TOWN HALL

MILBRIDGE, MAINE

DATE: TUESDAY, DECEMBER 17, 1957

7:30 P.M. EASTERN STANDARD TIME

ATTENDANCE: Approximately 52

Pages: 71

Reported by:

New England Reporting
110 Tremont Street
Boston, Massachusetts

Address reply to The Division Engineer

December 3, 1957

Refer to File No. NEDGW

TO WHOM IT MAY CONCERN:

#### NOTICE OF PUBLIC HEARING ON NAVIGATION IMPROVEMENTS

The Division Engineer has been directed to make a survey study of

#### NARRAGUAGUS RIVER, MAINE

The study is to be made in accordance with the following resolution, adopted June 27, 1956

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Tuesday, December 17, 1957 at 7:30 P.M., Eastern Standard Time.

For your information the existing Federal project, adopted in 1886, provides for a channel ll feet deep from deep water to Long Wharf, thence 9 feet deep to the anchorage known as "Deep Hole." The existing project was completed in 1907. No maintenance work has been performed.

All interested parties are invited to be present or represented at the above time and place, including representatives of Federal, State, County and Municipal agencies, and those of commercial, industrial, civic, highway, railroad and water transportation interests, and property owners concerned. They will be afforded full oppurtunity to express their views concerning the character and extent of the improvement desired and the need and advisability of its execution.

Sponsors of the improvement are urged to present pertinent factual material bearing upon the general plan of improvement desired and to give detailed supporting data on the economic justification of the undertaking. Opposing interests, if any, are also urged to state the reasons for their position. A questionnaire is inclosed for guidance in the preparation and submission of information concerning the project.

Oral statements will be heard, but for accuracy of the record all important facts and arguments should be submitted in writing in quadruplicate, as the records of the hearing will be forwarded for consideration by the Secretary of the Army. Written statements may be handed to the hearing orfficer at the hearing or mailed to this office beforehand.

Please bring the foregoing to the attention of persons known to you to be interested in the matter.

ALDEN K. SIBLEY Brigadier General, U. S. Army Division Engineer

1 Incl:
 Nav. Questionnaire (Form 1)

# U. S. ARMY ENGINEER DIVISION, NEW ENGLAND CORPS OF ENGINEERS 150 CAUSEWAY STREET BOSTON 14, MASS.

#### NAVIGATION QUESTIONNAIRE

Form 1

WHY is this questionnaire sent to me?

Your name was given to the Division Engineer of the New England Division of the Corps of Engineers as one who was interested in some way in the improvement of the river and harbor named in the accompanying notice.

WHAT is this questionnaire about?

The United States Congress has authorized and appropriated the money for a study of the river or harbor named in the accompanying notice. This study will be made to find out whether the waterway should be improved by the Federal Government. The study will be made by the Division Engineer of the New England Division. When he has completed his study, he will make his report to the Chief of Engineers, in Washington, D. C., who in turn will make his report to Congress.

In order to make a fair and impartial study, the Division Engineer must have a good deal of information. He must find out, especially, what kind of navigation improvement the people in the locality want, where they want it, and why they want it. He must find out, too, whether there are any people who do not want it, and if so, why. Then his engineers must determine how much it will cost, who will benefit by it economically, and how much they will benefit.

The public hearing which will be held soon by the Division Engineer in your locality serves two principal purposes:
(1) it is one of the Division Engineer's most important sources of information about the improvement you want; and (2) it gives everyone in the locality a chance to present his views. If all of the people concerned explain fully their problems in the present waterway, what they think should be done, and how it will help them, the Division Engineer will have much of the information he needs to make a fair and accurate report.

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This questionnaire has been prepared as a guide so that you as an individual will know just what is the most important information the Division Engineer needs.

HOW should I use this questionnaire?

This questionnaire is a guide rather than a set of questions to fill in. You may use it in any of the following ways:

- a. Look over the questions and use them as a guide in explaining your needs and desires, and making other comments at the hearing.
- b. Write out answers to any or all of the questions and give them to the Officers conducting the hearing.
- c. Write out the answers to any or all of the questions and mail them to: Chief, River and Harbor Section, U. S. Army Engineer Division, New England, Corps of Engineers, 150 Causeway Street, Boston 14, Massachusetts. The answers should be mailed at least 4 days before the date of the hearing, to be made part of the hearing record.

WHAT KIND OF IMPROVEMENT in the river or harbor do you think will help you, or others?

It is important for the Division Engineer to know exactly what people who use the waterway, or are in any way affected by it, want. If you want more anchorage space, or an anchorage in a new place, for example, he needs to know where you think it ought to be, and how big, and how deep. If you want a breakwater, for example, he needs to know where you think it ought to be, and how long, and how high, etc. If you can, draw a sketch or a map of the waterway, and show where you think the improvement ought to be, and its dimensions.

Sometimes, after his engineers have studied your proposals, the Division Engineer can suggest changes for economy or efficiency, but first he must know exactly what you want.

WHAT DIFFICULTIES do you, or other people have with the present waterway?

In answering this, give as many details as you can. For example, is the channel or anchorage so shallow that boats have to wait for the tide? Are there rocks or shoals or other obstructions which interfere with navigation? Is the harbor so exposed that storms from certain directions do serious damage to boats? Is the anchorage too small and crowded? Is an anchorage needed for refuge because there are no other harbors of refuge nearby?

#### WHY DO YOU WANT THE WATERWAY IMPROVED?

#### If you are a Fisherman:

What kind of fishing do you do? About what was your catch last year and the year before? How many pounds? Worth how much?

(Note: It is necessary to know as much as possible about the fishing industry if it is to be helped. The information will not be used for any other purpose than this report. Volumes of fish catch or annual value will be lumped together and not listed separately in the report for each fisherman or company).

What are your boat costs or other expenses to catch this much fish? Has the waterway changed in the past few years so that it is less satisfactory for you than it was? How? Do you land all your catch at the harbor in question? How do you land it? Who buys it? Will the improvement save you time and money? How? Will it help you catch more fish? How? How much more? Will it help prevent damages to your boat? How much damage have you had? When? How much do you think the improvement will prevent? Will the improvement save you money or increase your profits in any other way? Explain.

#### If you own a recreational boat:

What kind of a beat do you cwn? How big? What do you think you could sell it for? Where do you moor it? How do you moor it? How many days a year do you use your beat? Will the improvement help you use the beat more of the time? Will it help you to moor the beat where it will be mon a convenient for you? How much do you spend a year on your beat? Will it reduce your costs, either by decreasing the possibility of damage to your beat, or in any other way? Will it make using the beat safer for you, or others? How? Will it help you in any other way?

If you own a wharf, or a boatyard, or any other business on the waterway:

What business do you own? Will the improvement increase your business in any way? How? How much? Will it help save you damages you now suffer? Will it help you in any other way? How?

#### If you are thinking of buying a boat:

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What kind? How big? Would the improvement encourage you to buy it? Would it help you in any other way?

If you live in the locality but do not own a boat or have any business on the waterway:

Do you think the improvement on the river or harbor would be good for the locality? Why? Do you think it would increase fishing commerce or recreational boating, for example? How much? Do you think it would help you or the people of your locality in any other way?

WOULD YOU BE WILLING TO HAVE YOUR COMMUNITY SPEND PUBLIC MONEY to help improve the river or harbor?

This is a very important question which you should consider carefully. How big a share of the cost of improving a waterway the Federal Government can spend, under present regulations, depends on many different things. Under some conditions, where all the savings and benefits from an improvement will go to fishing commerce or general commerce, and benefit everybody in some way, the Federal Government can bear the whole cost.

Even when the Federal Government can bear the whole cost, the law requires that the community provide a public landing open to everybody on equal terms. So that if there is no satisfactory public landing in your harbor now, the town or city may have to build one at a cost of several thousand dollars.

Many times, the community itself, or certain groups of people in the area will benefit in special mays from an improvement. If this is the case, the Federal Government can spend money for the improvement only if the local community contributes a share. For example, if recreational boat owners will benefit considerably from the improvement, the community's share of the cost might even be 50 per cent, more or less.

Sometimes a harbor dredging project results also in filling land with the material dredged. The added value of reclaimed land is a local benefit, increasing the local share of the project cost.

Perhaps you think the improvement will in some way hurt your interests? If so, explain how. Or perhaps you think it would not be worth while if it cost the city or town any money. Or perhaps you approve of it only if certain conditions are met. If so, explain what those conditions are. Or perhaps you think that for some reason it will do more harm than good to your town or city. Thatever your objection may be, if you have any, it will be given full consideration in the Division Engineer's study.

List of FEDERAL and STATL INTERESTS to whom notices were sent December 3, 1957 relative to Public Hearings on navigation improvements for Narraguagus River, Maine on 17 December 1957; Corea Harbor, Maine on 18 December 1957; and Winter Harbor, Maine on 19 December 1957. IOCAL INTERESTS notified are shown on a separate list for each location.

Honorable Margaret Chase Smith, United States Senate, Washington, D.C. Honorable Margaret Chase Smith, United States Senator, Skowhegan, Maine Honorable Margaret Chase Smith, c/o Mr. William C. Lewis, Jr., Norridgewock Ave., Skowhegan, Maine Honorable Frederick G. Payne, United States Senate, Washington, D.C. Honorable Frederick G. Payne, United States Senator, Waldoboro, Maine Honorable Clifford G. McIntire, House of Representatives, Washington, D.C. Honorable Clifford G. McIntire, Representative in Congress, Perham, Maine Honorable Edmund S. Muskie, Governor, State of Maine, State House, Augusta,

#### FEDERAL INTERESTS

. Chief of Engineers, Department of the Army, Mashington 25, D.C. (5)
Board of Engineers for Rivers and Harbors, Temporary Bldg. C, 2nd and Q
Streets, S.W., Washington 25, D.C. (3)

The Administrator, Soil Conservation Service, Department of Agriculture, Washington 25, D.C. (7)

Assistant to Under-Secretary for Transportation, Department of Commerce, Washington 25, D.C. (2)

Assistant Surgeon General, Chief Sanitary Engineering Officer, U.S. Public Health Service, Dept. of Health, Education and Welfare, Mashington 25, D.C. (4)

Secretary of the Interior, Washington 25, D.C. (10)

Chief, Bureau of Power, Federal Power Commission, Jashington 25, D.C. (4)
Assistant Secretary for Manpower and Employment, Department of Labor
Jashington 25, D.C. (4)

Head, Engineering and Watershed Planning Unit, Soil Conservation Service, 6816 Market Street, Upper Darby, Pa. (25)

Regional Director, Office of Field Dervice, Department of Commerce, 1800 Custom House, India Street, Boston 9, Mass. (1)

The Director, Coast and Goodetic Survey, Department of Commerce, Washington 25, D.C. (2)

District Officer, Coast and Goodetic Survey, Custom House, India Street, Boston 9, Mass. (2)

District Engineer, Division One, Bureau of Public Moads, P. O. Building, Room 202, Augusta, Maine (2)

Eastern Area Hydrologic Engineer, U.S. Weather Bureau, Washington 25, D.C. (2)

Chief, College Park Branch, Fining Division, Bureau of Mines, College Park, Maryland (2)

Regional Director, U.S. Fish and Wildlife Service, Blake Building, 57 Temple Place, Boston 11, Mass. (3)

Regional Director, Region Five, National Park Service, 421 Walnut Street, Philadelphia 6, Pa. (2)

District Engineer, U.S. Geological Survey, Post Office Building, Boston 9, Mass. (3)

Regional Engineer, Federal Power Commission, 139 Centre Street, New York 13, N. Y. (3)

Regional Drainage Basin Engineer, U.S. Public Health Service, 120 Boylston Street, Boston 16, Mass. (3)

Commander, First Coast Guard District, District Office, 1400 Custom House, India Street, Boston 9, Mass. (1)

Commandant, First Naval District, 495 Summer Street, Boston, Mass. (5)
District Conservationist, Soil Conservation Service, U.S. Department of
Agriculture, Main Street, Presque Isle, Maine

National Association of Engine and Boat Manufacturers, Inc., 420 Lexington Ave., New York 17, N. Y.

Natural Resources Development Association, 518 Sharpe Building, Lincoln, Nebraska, Attn: Mr. John B. Quinn

Acadia Mational Park, Dept. of Interior, Southwest Harbor, Maine Commandant, Southwest Harbor Lighthouse Base, U.S. Coast Guard, Southwest Harbor, Maine

Area Engineer, U.S. Army Engineer Division, New England, Area Office No. 1 P.O. Box 45, Limestone, Maine

#### STATE INTERESTS

Honorable William S. Silsby, Maine Senator, Aurora (Ellsworth), Maine Honorable Richard C. Jilley, Maine Senator, Ellsworth, Maine Honorable Oscar H. Brown, Maine Senator, Lastport, Maine Honorable J. Hollis Tyman, Maine Senator, Millbridge, Maine Honorable John P. Tarbox, Member of the Maine Hous e of Representatives, Gouldsboro, Maine

Honorable J.W. Hathaway, Member of the Maine House of Representatives, Columbia Falls, Maine.

Chief Engineer, State Highway Commission, Augusta, Maine, Attn: Vaugham M. Daggett

Coastal Seiners and Weirmen Association, Boothbay Harbor, Maine Commissioner, Atlantic tates Marine Fisheries Commission, Augusta, Maine Attn: Vernon P. HcFadden

Commissioner, Inland Fisheries and Game, State House, Augusta, Maine Commissioner, Sea and Shore Fisheries Commission, Augusta, Maine Attn: Ronald T, Green

Commissioners of Public Utilities, State Office Dailding, Augusta, Maine, Attn: Thomas E. Delahanty, Chairman

Ar. Edwin T. McDowell, Public Utilities Commission, State Office Building, Augusta, Haine

Director of Maine Port Authority, State Pier, Portland, Maine, Attn: Mr. Edward Langlois, General Manager

Commissioner, Department of Development of Industry and Commerce, State House, Augusta, Maine

Maine Publicity Buseau, 3 St. John Street, Portland, Maine

State Committee of Soil Conservation, Augusta, Maine, Attn: Cyrille Chretien Commissioner, Department of Health and Welfare, Wayne, Maine, Attn: Dr. Dean Fisher

Maine Lobstermen' Association, 427 Main Street, Rockland

Maine Sardine Fackers' Association, Mr. James Warren, President, Lubec, Maine Editor, Mangor Daily News, 491 Main Street, Bangor, Maine

Editor, Bar Harbor Times, 66 Main Street, Bar Harbor, Maine Lditor, Bucksport Free Press, Main Street, Bucksport, Maine Editor, Ellsworth American, 30 Water Street, Ellsworth, Maine Editor, Cachias Valley Never Charmen Wain Street

Editor, Machias Valley News - Observer, Main Street, Machias, Maine

Editor, Maine Coast Fishermen, Middle Street, Fortland, Maine

Editor, Portland Lyening Express, 390 Congress Street, Fortland, Maine

Editor, Portland Press Herald, 390 Congress Street, Portland, Maine Editor, Portland Sunday Telegram, 390 Congress Street, Portland Maine Community Broadcasting Service (WABI), 57 State Street, Eangor, Maine

Maine Broadcasting Co. (WLBZ), 100 Main Street, Banger, Maine

Postmaster, Addison, Maine

Postmaster, Cherryfield, Maine

Postmaster, Deblois, Haine

Postmaster, Ellsworth, Maine

Postmaster, Gouldsboro, haine

Postmaster, Harrington, maine

Postmaster, Machias, Maine

Postmaster, Milbridge, Maine

Postmaster, Winter Harbor, Maine

List of LCCAL INTERESTS to whom notices were sent December 3, 1957 relative to the Public Hearing on Navigation Improvements for Narraguagus River, Maine on December 17, 1957.

#### LCCAL INTERESTS

Mr. Herald J. Beckett, County Commissioner, Eastport, Maine

Mr. Clayton Jay, Jr., County Commissioner, Cherryfield, Maine Mr. John C. McFaul, County Commissioner, Calais, Maine

Mr. Alvah W. Kandall, County Treasurer, Machias, Maine

Mr. Harry F. Pinkham, Sclectman, Town of Milbridge, Maine

Mr. Theodore Strout, Selectman, Town of Milbridge, Maine

Mr. E. Philip Sawyer, Selectman, Town of Milbridge, Maine

Mr. Rollin H. Thurlow, Town Manager, Town of Milbridge, Maine (10)

Mr. Lawrence E. Strout, Town Clerk, Town of Milbridge, Maine

Mr. J. Carleton Wood, Assessor, Town of Milbridge, Maine Gladys Dorr, Health Officer, Town of Milbridge, Maine

Mr. Reginald C. Strout, Harbor Master, Town of Milbridge, Maine

Mr. Percy Alley, Milbridge, Maine

Mr. Lee Alley, Milbridge, Maine

Mr. Arthur Anderson, Milbridge, Maine

Mr. Howard Ball, Milbridge, Maine

Mr. Ellis Batson, Milbridge, Maine

Mr. Benjamin F. Beal, Milbridge, Maine

Mr. Bertram Beal, Milbridge, Maine

Mr. Charles Beal, Milbridge, Maine

Mr. Clarence Beal, Beals Harbor, Maine

Mr. Curtis Beal, Milbridge, Maine

Mr. Ernest Beal, Milbridge, Maine

Mr. Ernest Beal, Jr., Milbridge, Maine

Mr. Franklin Beal, Milbridge, Maine

Mr. Malcolm Beal, Milbridge, Maine

Mr. Milton Beal, Milbridge, Maine

Mr. Nehemiah Beal, Milbridge, Maine

Mr. Stanley Beal, Milbridge, Maine

Mr. Robert Bothe, Box 95, North Wales, Penna.

Mr. Paul Bradbury, Milbridge, Maine

Mr. Charles Brown, Milbridge, Maine

Mr. Edger Brown, Milbridge, Maine

Mr. Irving Brown, Milbridge, Maine

Mr. Philip Brown, Milbridge, Maine

Mr. Charles Burgess, Milbridge, Maine

Mr. Charles Burke, Milbridge, Maine Mr. Irving Burke, Milbridge, Maine

Mr. Merrill Burke, Milbridge, Maine

Mr. J. A. Burnham, Milbridge, Maine

Mr. Franklin Carter, Milbridge, Maine

Mr. Willard Carter, Milbridge, Maine

Mr. Emile J. Casey, Milbridge, Maine

Mr. Harold Chipman, Milbridge, Maine

- Mr. John A. Chipman, Milbridge, Maine
- Mr. Milton Chipman, Milbridge, Maine
- Mr. Ralph Chipman, Milbridge, Maine
- Mr. Sidney Chipman, Milbridge, Maine
- Mr. Willis Chipman, Milbridge, Maine
- Mr. Frank L. Coffin, Milbridge, Maine
- Mr. Franklin Coffin, Milbridge, Maine
- Mr. Burleigh Crane, Milbridge, Maine
- Mr. Charles Cury, 4601 Beechwood Rd., Wilmington, Del.
- Mr. Wilbur Dameron, Milbridge, Maine
- Mr. Harry Dorr, Milbridge, Maine
- Mr. Lewis Dorr, Milbridge, Maine
- Mr. Robert Dorr, Milbridge, Maine
- Mr. Charles Dow, Milbridge, Maine
- Mr. Vernelle Dyer, Belfast, Maine
- Mr. Burton Eldridge, Milbridge, Maine
- Mr. Douglas Eldridge, Milbridge, Maine
- Mr. George Eldridge, Milbridge, Maine
- Mr. Reginald Elwell, Ripley Lane, Weston, Mass.
- Mr. Earl Farnsworth, Milbridge, Maine
- Mr. James Fickett, Milbridge, Maine
- Mr. Harry Freeman, Milbridge, Maine
- Mr. James Freeman, Milbridge, Maine
- Mr. Wilbur Freeman, Milbridge, Maine
- Mr. Carroll Gay, Milbridge, Maine
- Mr. Frank B. Gay, Milbridge, Maine
- Mr. Lawrence Gay, Milbridge, Maine
- Mr. Elmo G. Hall, 415 Penobscot Street, Rumford, Maine
- Mr. Carl Haskins, Milbridge, Maine
- Mr. Benson Hawkins, Milbridge, Maine
- Mr. Jesse Hodgkins, Milbridge, Maine
- Mr. John Holland, Milbridge, Maine
- Mr. Eugene Huckins, Milbridge, Maine
- Mr. John Huckins, Milbridge, Maine
- Mr. Raymond Huckins, Milbridge, Maine
- Mr. Reginald Huckins, Milbridge, Maine
- Mr. Willis Hutchins, Milbridge, Maine
- Mr. Augustus Kelley, Milbridge, Maine
- Mr. Floyd Kelley, Milbridge, Maine
- Mr. William Kelley, Milbridge, Maine
- Mr. David J. Kennedy, Milbridge, Maine
- Mr. Leon Kennedy, Milbridge, Maine
- Mr. Arnold Leighton, Milbridge, Maine
- Mr. C. J. Leighton, Milbridge, Maine
- Mr. Donald Leighton, Milbridge, Maine
- Mr. Ellington Leighton, Milbridge, Maine
- Mr. Foster Leighton, Milbridge, Maine
- Mr. James Leighton, Milbridge, Maine
- Mr. Joseph S. Leighton, Milbridge, Maine
- Mr. Keith Leighton, Milbridge, Maine
- Mr. Vernelle Leighton, Milbridge, Maine

Mr. Joseph Lindsay, Milbridge, Maine Mr. Harry Mathers, Milbridge, Maine Mr. Dorien McGraw, Milbridge, Maine Mr. Donald McLean, Milbridge, Maine Milbridge, Canning Company, Milbridge, Maine Mr. B. C. Millett, Milbridge, Maine Mr. Bud Millett, Milbridge, Maine Mr. Arthur Nash, Milbridge, Maine Mr. Frank Nash, Cherryfield, Maine Mr. Stephen Nonsulick, Cherryfield, Maine Mr. Stephen Owen, Milbridge, Maine Mr. Ray Oxley, Milbridge, Maine Mr. Elmer Parker, Milbridge, Maine Mr. Richard Parker, Milbridge, Maine Mr. Ernest Parritt, Milbridge, Maine Partridge Island Weir Co., Pickering Sq., Bangor, Maine Mr. Francis Pinkham, Milbridge, Maine Mr. George Pinkham, Milbridge, Maine Mr. John Purington, Addison, Maine Mr. Ivan Ray, Milbridge, Maine Mr. Leroy Ray, Milbridge, Maine Mr. Merrill Ray, Milbridge, Maine Mr. Milford Ray, Milbridge, Maine Mr. Moses Ray, Milbridge, Maine Mr. Veral Ray, Milbridge, Maine

Mr. Veral Ray, Milbridge, Maine
Mr. Guy Roberts, Milbridge, Maine
Mr. Everett Robinson, Milbridge, Maine
Mr. G. Frank Sammis Jr., Ellsworth, Maine
Mr. A. F. Sawyer, Milbridge, Maine
Mr. Donald Sawyer, Milbridge, Maine
Mr. Henry W. Sawyer, Milbridge, Maine
Mr. W. F. Sawyer, Milbridge, Maine
Mr. Howard Snell, Milbridge, Maine
Mr. Alvin Stanley, Milbridge, Maine

Mr. Edward Stanley, Milbridge, Maine Mr. D. J. Stanwood, Milbridge, Maine Mr. Elliot Stanwood, Milbridge, Maine Mr. Victor A. Stanwood, Milbridge, Maine

Mr. Joe Stevens, Milbridge, Maine Mr. A. R. Stewart, Milbridge, Maine Mr. Charles Stewart, Cherryfield, Maine Mr. Adrian Strout, Milbridge, Maine

Mr. A. E. Strout, Milbridge, Maine Mr. Alton Strout, Milbridge, Maine Mr. Arnold Strout, Milbridge, Maine

Mr. Basil Strout, Milbridge, Maine Mr. Clyde Strout, Milbridge, Maine Mr. Earl Strout, Milbridge, Maine

Mr. Everett A. Strout, Milbridge, Maine Mr. Everett B. Strout, Milbridge, Maine

Mr. F. G. Strout, Milbridge, Maine

Mr. Gordon Strout, Milbridge, Maine Mr. Herbert Strout, Milbridge, Maine Mr. H. L. Strout, Jr., Milbridge, Maine

Mr. James A. Strout, Milbridge, Maine Mr. James C. Strout, Milbridge, Maine

Mr. Lawrence E. Strout, Milbridge, Maine

Mr. Lawrence W. Strout, Milbridge, Maine Mr. Preston C. Strout, Milbridge, Maine

Mr. Preston C. Strout, Milbridge, Maine Mr. Robert L. Strout, Milbridge, Maine

Mr. R. B. Strout, Milbridge, Maine

Mr. Theodore Strout, Milbridge, Maine Mr. Willis Strout, Milbridge, Maine

Mr. Harry Taylor, Milbridge, Maine Mr. Earl Tibbets, Milbridge, Maine

Mr. Clarence A. Tucker, 49 Ellery Street, Cambridge, Mass.

Mr. Russell Tucker, Milbridge, Maine Mr. Edgar Turner, Millbridge, Maine Mr. George Turner, Millbridge, Maine

Mr. Russell Turner, Milbridge, Maine

Mr. Albert Wallace, Milbridge, Maine

Mr. Everett Wallace, 2 Milliken Court, Augusta, Maine

Mr. Raymond Warren, Milbridge, Maine Mr. Roland Warren, Milbridge, Maine Mr. C. Watson, Milbridge, Maine

Mr. C. H. West, Milbridge, Maine

Mr. Frank West, Milbridge, Maine Mr. George West, Milbridge, Maine Mr. Harold West, Milbridge, Maine

Mr. Robert Whitten, Milbridge, Maine

Mr. J. C. Wood, Milbridge, Maine

Mr. J. Hollis Wyman, Milbridge, Maine

### ORDER OF PROCEDURE

	Pages
Attendance List	• • • • 3
Lieutenant Colonel Miles L. Wachendorf - Ope	ening Remarks 9
Notice of Public Hearing - Read by Lt. Col.	"achendorf11
Lt. Colonel Miles L. Wachendorf - Further Op	pening Remarks 13
Speakers	
Mr. Ronald G	reen 21
Mr. Philip S	awyer 26
Mr. Theodore	Strout 31
Mr. Harry Pi	nkham 31
Mr. Stephen	Monsulick 31
Mr. Vernon Mo	cFadden 38
Mr. Franklin	Beal 40
Captain Clare	ence Beal 40
	42
Mr. Ernest Be	eal 42
Captain Harry	Freeman 44
Captain John	Purington 48
	70
Mr. James C.	Strout 52
	53
Mr. C. H. Wes	t 52
Mr. Guy Robers	ts 56
Mr. Drummery	5 <b>7</b>
∜r. Lavrence S	Strout 60

----watuated with Don

																		P	ages
										Mr.	. Di	avi	đ	Кe	nr	ied	y		60
										Mr.	B	<b>18</b> 56	et	t					69
Adjournment	•	•	•	•	•	•	•	•	•			•	•	•	•	•			71

#### EXHIBITS

- EXHIBIT NO. 1 - Letter dated December 17, 1957, from

  Commissioner Ronald W. Green, Department

  of Sea & Shore Fisheries, Augusta, Maine,

  addressed to Corps of Engineers, 15 Cause
  way Street, Boston, Massachusetts, was read

  into the record beginning on page twenty-two.
- EXHIBIT NO. 2 - Letter from Philip Sawyer, Milbridge Chamber of Commerce, addressed to Corps of
  Engineers, Boston, Massachusetts, was read
  into the record beginning on page twentysix.

Attached are also sealed letters, quentionnaires, Landing and Fish Company Information Sheets.

- EXHIBITS NO. 3 Letters and questionnairs addressed to

  Mr. Stephen Monsulick, were submitted by

  Mr. Stephen Monsulick, which were not read

  into the record, are attached to the record.
- EXHIBIT NO. 4 - Letter dated December 9, 1957, from Mr.

  Donald F. Sawyer, Insurance, Milbridge,
  Maine, addressed to Corps of Engineers,
  150 Causeway Street, Boston, Massachusetts,
  was read into the record by Lieutenant
  Colonel Miles L. Wachendorf, beginning on
  page sixty-one.

#### XHIBIIS

- Charles A. Cary, 9466 Nemours Building,
  Wilmington 98, Delaware, addressed to
  Cor a of Engineers, 150 Causeway Street,
  Boston, Massachusetts, was read into the
  record by Lieutenant Colonel Wiles L.
  Wachendorf, beginning on page sixty-two.
- H. Meredith Berry, M. D., Berwick Boys
  Foundation, Inc, New York and Brockton,
  Massachusetts, addressed to Corps of
  Engineers, 150 Causeway Street, Boston,
  Massachusetts, was read into the record by
  Lieutenant Colonel Miles L. Machendorf,
  beginning on page sixty-four.
- EXHIBIT NO. 7 - Letter from Philip H. Gates, M. D., 51

  Brattle Street, Cambridge 38, Massachusetts,
  addressed to Corps of Engineers, 150

  Causeway Street, Boston, Massachusetts, mas
  read into the record by Lieutenant Colonel
  Miles L. Wachendorf, beginning on page
  sixty-seven.

Attached is a questionnaire.

#### CERTIFICATE

This is to certify that the attached proceedings before the Corps of Engineers, New England Division, Hearing Officer Lieutenant Colonel Miles L. Wachendorf, presiding, in the matter of:

Public Hearing on Navigation Improvement at
Narraguagus River, Maine, held in the Town
Hall, Milbridge, Maine, on Tuesday, December
17, 1957, at 7:30 P.M. Eastern Standard Time,
were had as herein appears, and that this is the original
transcript thereof for the files of the Corps of Engineers.

ARTHUR E. MOAN, JR. OFFICIAL REPORTER

#### PRESENT

Lieutenant Colonel Miles L. Wachendorf, New England Division, Corps of Engineers, Boston, Massachusetts.

Mr. Chandler - - Engineer, Engineering Division,

New England Division, Corps of Engineers, Boston, Massachusetts.

Mr. Stefaniak - - Engineer, Engineering Division,

New England Division, Corps of Engineers, Boston, Massachusetts.

Mr. Bassett - - Engineer, Engineering Division,
New England Division, Corps of Engineers, Portland, Maine.

Ball, Howard - - Milbridge, Maine. Occupation - U. S. C. G. retired.

Batson, Ellis - - Milbridge, Maine. Occupation - Commercial fishing.

Beal, Clarence D., Captain - - Jonesport, Maine.

Occupation - Master

Sardine Carrier.

Beal, Ernest C. - - Milbridge, Maine. Occupation - Boatman.

Beal, Ernest C. Jr. - - Milbridge, Maine. Occupation

Sardine Carrier. Representing

Clarence Beal and Ernest Beal.

Beal, Franklin - - Milbridge, Maine. Occupation - Fisherman.

Bradbury, Paul - - Main Street, Milbridge, Maine.

Occupation - Janitor. Representing A. E. Henbach, West
Newton, Massachusetts, Pleasure
Craft.

- Brown, Chester E. - Occupation Coastal Warden

  State of Maine. Representing

  Department Sea Shore Fisheries.
- Brown, Edgar R. - Milbridge, Maine. Occupation Factory Worker.
- Brown, Philip - Milbridge, Maine. Occupation Factory Worker.
- Burke, Irving - Milbridge, Maine. Occupation Fisherman.
- Burke, Merrill J. - Milbridge, Maine. Occupation 
  Construction. Part time labor

  on a charter boat.
- Chipman, Ralph - Milbridge, Maine. Occupation Lobster Fisherman.
- Chipman, Sidney - Milbridge, Maine. Occupation Fisherman.
- Coan, Royce N. Rev. - P. O. Box 356, Milbridge,

  Maine. Occupation Methodist Minister. RepresentingMilbridge Chamber of Commerce, West Washington

(U) LUMPULGEM

#### Group Ministry.

- Dorr, Harry - Milbridge, Maine. Occupation Lobster Fishing.
- Freeman, Harry E. Captain - Milbridge, Maine.

  Occupation Master

  Mariner.
  - Gay, Lawrence E. - Milbridge, Maine. Occupation 
    Merchant and Fishing. Representing Chairpond Weir Company,

    Gay's Red & White Store.
  - Green, Ronald - State House, Augusta, Maine.

    Occupation Commissioner of Sea

    & Shore Fisheries. Representing 
    State of Maine, Department of Sea

    & Shore Fisheries and Maine Port

    Authority.
  - Haskins, Carl R. - Atlantic House, Milbridge,

    Maine. Occupation Hotel Owner

    and Lobster Fisherman. Representing Chamber of Commerce.
  - Kennedy, David J. - Milbridge, Maine. Occupation Pharmacist.
  - Leighton, Arnold - Milbridge, Maine. Occupation Retired (Dentistry)
  - Leighton, Ellington E. - Milbridge, Maine.

- Occupation Fire Chief.
- Leighton, Foster S. - Milbridge, Mass. Occupation - Fisherman & Clerk.
- McFadden, U. P. - West Jonesport, Maine. Representing Washington County

  Chamber of Commerce.
- Mason, Richard F. - State House, Augusta, Maine.

  Occupation Engineer Maine

  Public Utility Commission.
- Monsulick, Stephen A. - Milbridge, Maine. Occupation Cannery Manager.

  Representing Milbridge

  Canning Corporation,

  Riviera Packing Company.
  - Owen, Stephen M. - R F D, Milbridge, Maine.

    Occupation Salesman.
  - Pinkham, Francis J. - Milbridge, Maine. Occupation Fisherman.
  - Pinkham, George E. - Milbridge, Maine. Occupation - Tool Maker.
- Pinkham, Harry F. - Milbridge, Maine. Occupation Building Contractor.
  - Phinney, Irving - Milbridge, Maine. Occupation Foreman. Representing Milbridge
    Canning Corporation.

inose who are presently being Diaced in one of four catego

Purington, John D. Captain - Addison, Maine.

Occupation - Captain

Sardine Carrier.

Representing - Jasper

Wyman & Son, Milbridge,

Maine.

- ·Roberts, Guy - Milbridge, Maine. Occupation Motion Picture Operator.
- Rumery, Harold T. - Milbridge, Maine. Occupation Lobster Fisherman.
- Sawyer, Donald F. - Milbridge, Maine. Occupation General Insurance.
- Sawyer, E. Philip - Milbridge, Maine. Occupation 
  Garage Operator. Representing

  Milbridge Chamber of Commerce.
- , Sawyer, William F. - Milbridge, Maine. Occupation
  Weir Fisherman.
  - Schuppien, Fred H. - Milbridge, Maine. Occupation
    Painter.
  - Scofield, Phil - Milbridge, Maine.
  - Stanwood, Victor D. - R F D #2, Milbridge, Maine.

    Occupation Fisherman.
  - Strout, Clyde L. - Milbridge, Maine. Occupation Common Labor.
  - Strout, F. G. - Cottage Street, Milbridge, Maine.

- Occupation Fisherman.
- Strout, J. C. - Milbridge, Maine. Occupation Pulp Operator.
- \* Strout, Lawrence W. - Milbridge, Maine. Occupation - Fisherman.
- Strout, Theodore M. - Milbridge, Maine. Occupa-
  - Strout, R. B. - Milbridge, Maine. Occupation 
    Merchant, Representing Milbridge

    Chamber of Commerce.
  - -Thurlon, Rollin H. - Milbridge, Maine, Occupation - Town Manager.
    - Turner, Russell -- Milbridge, Maine, Occupation 
      Lobster Pound Manager, Representing Stewart Lobster Com
      bany, Milbridge, Maine,
  - Warren, Roland H. - Milbridge, Maine. Occupation

    Funeral Director. Representing

    Chamber of Commerce.
- . West, G. H. - Milbridge, Maine.
  - Young, Leroy - Milbridge, Maine. Occupation Foreman. Representing Wyman's
    Sardine Factory.

December 17, 1957

7:30 P.M. E.S.T.

### PROCEEDINGS

LIEUTENANT COLONEL MILES L. WACHENDORF: Gentlemen, will you please be seated. Ladies and gentlemen, the hearing is now in order. I was about to say ladies and gentlemen, but I don't see any ladies present, so, gentlemen, this hearing will please come to order.

First of all, I would like to introduce myself to you. My name is Wachendorf, Miles L. Wachendorf. I am a Lieutenant Colonel in the Corps of Engineers, and of the United States Army. I am presently assigned to New England Division, Division Engineer, assistant to Brigadier General Alden K. Sibley, who has directed me to conduct this hearing here tonight. Our offices are located at 150 Causeway Street in Boston, that's right next door to the North Station in the event you wish to correspond with us after this hearing or in the event you have business with us and you care to call at our office.

Also, I would like to introduce members of our engineering staff of the New England Division who will assist me in this hearing here tonight and will continue to work on the report for which this hearing is being held. On my right, Mr. Chandler, and on my left Mr. Stefaniak, and on Mr. Chandler's right is Mr. Bassett of the relatively, recently

established Portland area office which we now have in operation. I don't believe it is necessary for most of you people for me to explain why the Army Corps of Engineers is involved in what we call civil works in the river and harbor improvements because the Corps of Engineers are really no strangers to most of you people along the Maine Sea Coast. We have constructed and maintained, that being justified all along the coast of Maine.

There are hundreds - well, I don't know if there are hundreds, but there are hundreds along the New England Coast. And the Corps of Engineers has been engaged in this type of work since 1802 when Congress made it's first appropriation for river and harbor work assigned to the Corps of Engineers. All of our work is always under the specific authorization of the Congress and it is performed with Congressional appropriations.

Now, the purpose of this hearing here tonight was explained in a Public Notice which we put out ourselves and sent to everyone whom we knew that would be interested, including your local Post Office, and persons who had corresponded with us, and I have a copy of that hearing notice here as well as a list of the people who we sent it along with the questionnaire and if any of you would like to look at this and see where we sent it, you may do so at the conclusion of the hearing. However, I would like to read into the record

of this hearing Public Notice

(The following Notice of Public Hearing was read into the record by Lt. Colonel Wachendorf.)

"U. S. ARMY ENGINEER DIVISION

NEW ENGLAND CORPS OF ENGINEERS

150 CAUSEWAY STREET

BOSTON 14, MASS.

December 3, 1957

TO WHOM IT MAY CONCERN:

NOTICE OF PUBLIC HEARING ON NAVIGATION IMPROVEMENTS.

The Division Engineer has been directed to make a survey study of

# NARRAGUAGUS RIVER, MAINE

The study is to be made in accordance with the following resolution, adopted June 27, 1956.

"Resolved by the Committe of Public Works of the House of Representatives, United States, that the Board of Engineers for Rivers and Harbors be, and is hereby, requested to review the reports on Narraguagus River, Maine, heretofore submitted to the Congress, with a view to determining what improvements for navigation are advisable at this time."

In order that the required report may fully cover

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the matter, a Public Hearing will be held in the <u>Town Hall</u>, <u>Milbridge</u>. <u>Maine</u> on:

# Tuesday, December 17, 1957 at 7:30 P. M.

Eastern Standard Time.

For your information the existing Federal project adopted in 1886, provides for a channel 11 feet deep from deep water to Long Wharf, thence 9 feet deep to the anchorage known as "Deep Hole." The existing project was completed in 1907. No maintenance work has been performed.

and those of commercial, industrial, civic, highway, railroad and water transportation interests, and property owners concerned. They will be afforded full opportunity to express their views concerning the character and extent of the improvement desired and the need and advisability of its execution.

pertinent factual material bearing upon the general plan of improvement desired and to give detailed supporting data on the economic justification of the undertaking. Opposing interests, if any, are also urged to state the reasons for their position. A questionnaire is inclosed for guidance in the preparation and submission of information concerning the project.

Oral statements will be heard, but for accuracy of

mitted in writing in quadruplicate, as the records of the hearing will be forwarded for consideration by the Secretary of the Army. Written statements may be handed to the hearing officer at the hearing or mailed to this office beforehand.

Please bring the foregoing to the attention of persons known to you to be interested in the matter.

ALDEN K. SIBLEY

Brigadier General, U.S. Army Division Engineer"

### l Incl:

Nav. Questionnaire ( Form 1 )
(End of reading.)

LT. COLONEL WACHENDORF: Now that Public Notice is rather formal. I might call attention particularly to the purpose of the hearing. We conduct in general, two types of hearings. Usually the more common type is a type of hearing where we want to know what do you want and why do you want it. That's the type of hearing this is tonight. Sometimes we conduct hearings where we have proposals to put forward for your consideration but that is not the case tonight. We are here tonight in response to this resolution of the Public Works Committee to find out from you what you want us to consider in the way of improvements for navigation and just as important, why you feel we should consider it.

Now, the purpose of the hearing is to get all the information we can about present conditions, the growth and needs of the harbor, what kind of improvements you think would help solve your problems and why you think improvements are necessary, how it will help you. Now, the information which you present here tonight, we'll study and analyze as a part of our considerations and a part of our study and we must determine how much any improvement you want would cost and how it would benefit navigation or how much more use people would get from their boats if this improvement were constructed and in essence we have to know what benefits would be derived from the improvement.

We have to reduce this to a dollar figure, both in cost and in benefits. Now, this Public Hearing is both very important to you and to us for two reasons. First of all, This is the most important single source of information which we will have about this particular site location and this is your opportunity to present to us what you want us to consider. The greater the amount of information you can give to us here tonight, the exact definite this information is, the better the report that we can write for later consideration by the Congress. The second point, reason why this hearing is important is because this will give everybody a chance to be heard to express your views frankly and fully whether you think something should be done or shouldn't be done or

should be done here and not there.

You should feel entirely free here tonight to express your views. The Corps of Engineers in it's report will weigh very carefully all the material which has been submitted here tonight. Now, we prefer, we would love to have all the information possible presented at this Public Hearing rather than forwarded to us later, particularly if it's something controversial because we would then have to refer it to the possible objectors to get their opinion. If there is any controversy or disagreement we would like to have it heard in this public hearing here tonight so that everyone will have his opportunity to be heard.

Now, if any new material is submitted at the conclusion of the hearing, I should ask for additional data, well, you can get it together and forward it to us and I request that if at all possible, it be forwarded to us within 10 days after the hearing. And if it's necessary, I will refer any such material to persons who might be opposed and give them an opportunity to comment on it.

Now, before I begin the hearing itself, there are a couple of matters that I would like to explain briefly because in the past they have sometimes caused confusion or possible misunderstanding The first of these is the matter of time. The length of time which is involved between the time of the navigation study of this nature until it is undertaken

by the Corps of Engineers and the time when a favorable action is taken all along the line, the actual project is constructed. Sometimes some people think that everything goes well and a few months after a hearing like this, a dredge will magically appear out there in the river and start to work. It is not as simple and as promptly as this. There are very definite steps which must be taken and some of them are time consuming. And I would be less than frank if I did not call your attention to the fact that in all likelihood it will probably be at least a couple of years before the improvement which is discussed here tonight is constructed, if favorable action taken not only by the Corps of Engineers but by the Congress.

Actually what happens after a study of this nature is that the Division Engineer submits a report to the Board of Engineers in Washington and it's reviewed once again, and local interest are given an opportunity to comment on the report. The state is given an opportunity to comment. The Board of Engineers makes a recommendation to the Chief of Engineers who forwards the report to the Congress through the Secretary of the Army.

What happens after that is beyond our control, but there are two definite steps which must be taken before any construction can start. Congress must both authorize and appropriate money before the work could be undertaken. The authorization is an act of Congress which establishes a definite project and a definite location, characteristic and any time after that authorization is religible for appropriations.

Generally, authorization and appropriation do not take place in the same session of Congress, although it is conceivable that it might.

Now, the other matter which sometimes causes confusion on which I would probably do well to say and make a few remarks as to what we call local cooperation.

Many people don't realize that the share and cost of a navigation improvement which the Federal Government can pay under our existing policies, varies with the circumstances as in each case. The Government, for example, usually requires local interest, and to us, gentlemen, the local interest is any one below the Federal Government. It may be the State, it may be the Town, it may be an individual or a company. But they usually require local interests to provide certain assurances before a project is authorized and before it's construction.

These assurances usually include a provision that local interests will hold and save the United States free from any damages which may occur in the construction of the improvement, or in it's later maintenance. And it usually requires local interests to provide a public landing open to all on equal terms so that the general public would have access to

the use of the improvement and in addition, if the benefits from the improvement are not entirely general in nature or if they involved recreational boating, the local interest will be required to contribute in cash towards the total cost, the construction cost of the improvement.

Now, of course, no one can say until after a study is undertaken what proportion of the cost any local interest might have to bear.

I bring this matter up now not because I know, believe, or think that you are going to have to pay a certain portion of this project, these improvements which you will request to make, but rather because, as I say, it's well for everyone to know that such a possibility exists and to consider at this stage if it were necessary, whether or not you would wish the community to appropriate money to participate in the cost of this improvement, if it is necessary.

Now, as far as the conduct of the hearing is concerned here tonight, I'd like to do it in an informal manner. First, to give all those who are in favor of any improvement a chance to present your views and your plans, then, after I've heard a full discussion of the proponents or the people who are in favor of the improvement, I'll give the same opportunity to any one who is present who is opposed to give any specific improvement or any specific plan or all plans.

Finally, we'll have a short period where you can

make any rebuttal if you wish or make any additional remarks to take exceptions to anything that has been said, if you so desire.

Now, in the conduct of the hearing, there will at no sense, be any cross examination or questions put to people who wish to be heard and I request that no interruptions during the presentation, so that everyone has a chance to speak who desires. If you have a question, please address it to me as your Chairman. If I can't comment on it, I'll address or ask the person to whom you addressed the question whether or not he can answer or if he wishes to comment. When you address the meeting, I would appreciate it if you would stand up, speak loud enough so that everybody can hear you, stand up and state your name and who you are and what you represent.

If you represent a firm, say what it's name is, if you represent the Chamber of Commerce or the Harbor Development Committee or whoever you represent, name it at the time you start to make your statement. If you are a tax payer or a resident, simply say so. If you are a fisherman, say so, and speak loud now so that our stenographer up here can here what you say as it will assist us because we are making a stenographic record of this hearing which will be forwarded for consideration with the report.

Each of you has been issued a little yellow card such as the one I hold in my hand. I would appreciate it if

you would fill this card out and turn it in to us before you leave the hall.

which is in part, indicative of the interest that you people have in this particular study and you have a very good turnout here tonight and I certainly would like to have a card
from each of you and also it would give us an opportunity to
have a record of your address in the event we have future
correspondence. If you come forward to address the meating,
if you turn in your card at that time, I would appreciate it.
So I will know how you spell your name if you have not already
turned it in.

Oh, yes, if any of you want a copy of this record which this contract stenographer is making, you may see him after the meeting and make arrangements for it. Such a copy of course, would be at your own expense, because we cannot furnish them.

Any one who has a written statement may give it to me for inclusion in the record. If you have any letters or statements which you wish for me to read, I will be glad to. If you wish to read them yourself, you may, and although we ask for written statements, in four copies and all that, although that is desirable and I am impressed to notice that we have a very complete brief here.

If any of you have anything you wish to present,

don't hesitate, just stand up and say it. You don't have to have all this written four copies of what you say. I'd like to hear it.

Now, in conducting the hearing, I first propose to hear from any member of the Congress or representative of members of Congress who may be present who wish to be heard in favor of an improvement. Is there any one who desires the floor?

(No response.)

Apparently there is none.

Is there any State Official who is in favor of a proposed improvement who wishes to be heard at this time?

MR. RONALD GREEN: Mr. Wachendorf, Members of your Staff, and gentlemen, I am representing the State, I guess, tonight in three capacities.

In the first place, I'd like to say at this time, Governor Muskie in a letter to me, stated that it was his desire that the State be represented at this meeting and that we take an active part and to assure the people that we will stand ready to do anything within our power on the State level to assist the local group in supporting their proposal.

I'd like to say that Mr. Langlois of the Maine

Port Authority regrets that he is unable to be here, but plans
to attend one of the other meetings. The material which I

Have to present at this meeting does not contain some of the

what's and why's and we have talked with members of the department, has had talked with various people in the area and have definite ideas as to what should be done and so forth and as I said before, we will try to assist them in anything that they feel is good for this particular area.

The information I have is but a brief outline of how it will probably effect fishers in the particular area.

I am definitely interested in the fisheries in this area and feel that any improvement will be some help to the fishing and the commercial fishermen in the area.

I have a prepared statement that I can either read or give to you or do whatever you chose or wish to do.

LT. COLONBL WACHENDORF: As you wish, Mr. Green. Would you care to have us attach it in the record or would you like to read it?

MR. GREEN: I will - it's just two short pages.

LT. COLONEL WACHENDORF: I suggest that you read it if that's the length of it.

(The Tollowing letter submitted by Mr. Green was read into the record, and is marked Exhibit Number One.)

"Subject: Narraguagus River Dredging Project

The following is a brief outline of the proposed harbor improvement project along the Narraguagus River the town of Milbridge, Maine, together with measons why we at the State level feel these improvements should be made. Additional

recommendations will be made and statistics furnished by interested parties within the town of Milbridge and the County of Washington.

This is essentially a channel dredging project, as residents of Milbridge are requesting that a deep-water channel be provided from a point below the Jasper Wyman & Son sardine packing plant to the town, a distance of approximately one and one-half miles.

An existing Federal project, carried out in 1886, provides for a channel 11 feet deep from deep water to Long Wharf and 9 feet deep from that point to the anchorage known as "Deep Hole." No maintenance work has been done on this channel since it was dredged 71 years ago.

Since the 1886 dredging was completed, three sardine packing plants have been established at Milbridge which form the main economic backbone of the community. These plants depend on the Narraguagus River as the "highway" over which their fish must be shipped. Under existing conditions, sardine carriers can navigate the river to the plants only at high water, a situation which frequently causes costly delays in the arrival of fish at the plants. The proposed dredging project should correct this situation and should prove of considerable benefit to all three plants and, as a result, to the community as a whole.

These factories - Jasper Wyman & Son, Inc.,

Milbridge Canning Company, and L. Ray Packing Company - employ approximately 400 people. They are engaged in a highly competitive business in which costs must be kept at a minimum and in which the freshness and quality of the fish packed are all important. The total amount annual pack of these three plants is worth, in round numbers, \$500,000.

The proposed dredging would also benefit some 69 or more lobster fishermen who would be able to fish longer hours without being limited by the tides and could therefore expect increased catches with a greater landed value.

Currently, the value of the lobster catch in this area each year is approximately \$88,000.

A further benefit of the new channel would be the increase in business resulting from visiting yachts. The present channel, impassible at low water and made difficult by shoals and mud bars at high water, is not attractive to yacht skippers unfamiliar with these waters - though several have taken the trouble to write the town's selectmen indicating they would like to visit the area if the Narraguagus were to be improved.

In addition to what has been outlined above, we wish also to point out that because of the geographic location of Milbridge the proposed improvements would in a sense be insurance for all yachts and fishing vessels operating in this area. With yachting increasing each year in leaps and bounds,

it is essential that improvements to this area be made so as to provide an accessible harbor for those caught in foul weather while cruising between Mt. Desert and Jonesport.

It is impossible to calculate in dollars and cents the value that such an improvement would mean to Maine fishermen. Over the years these men have had to depend more or less on natural harbors for protection. Because of the size of vessels now needed to fish more offshore areas, harbor improvements must be made if Maine fishermen are to continue to operate and survive in this highly competitive field.

We in government, and the fishermen of this area as well, are aware of the assistance being extended by foreign governments to their fisheries. In fact, most of us have observed at first hand the assistance given our Canadian neighbors by their government in the form of fisheries loans and, even more important, excellent harbor facilities.

Therefore, we sincerely hope that the improvements requested can be made here so that Maine people will be in a better position to meet this foreign competition."

(End of reading.)

LT. COLONEL WACHENDORF: Thank you very much, Mr. Green.

Mr. Chandler, do we know when these plants were established?

MR. CHANDLER: No.

LT. COLONEL WACHENDORF: If in your presence, is one who knows when each of these plants were established and how long they have been operating, I would like to have that presented later on, the three plants you mentioned, Mr. Green.

LT. COLONEL WACHENDORF: Any other representative of the State who wishes to be heard at this time?

(No response.)

Apparently there is none.

Now, is there any Town Official who wishes to be heard at this time who is in favor of an improvement?

MR. PHILIP SAWYER: Lt. Colonel Wachendorf, Philip Sawyer is my name and I represent the Milbridge Chamber of Commerce which has sponsored this improvement. I have here those improvements as drawn up by the Chamber of Commerce which I would like to read with your permission.

LT. COLONEL WACHENDORF: Please proceed, Mr. Sawyer.

(The following letter submitted by Mr. Philip Sawyer was read into the record, and is marked Exhibit Number Two.)
"Corps of Engineers, U. S. Army

Office of the Division Engineer

New England Division

Boston, Mass.

Dear Sir:

At your request we submit our report on the improvements desired to Narraguagus River and supporting data.

### 1. DESCRIPTION OF IMPROVEMENT WANTED

Dredge a channel 11 feet deep from deep water to the anchorage known as "Deep Hole"; thence 9 feet deep to the site of Town Landing at the Bridge and an anchorage dredged near that Landing.

### 2. DESCRIPTION OF PRESENT NAVIGATION DIFFICULTIES

The channel is now filled so that there is only two to three foot depth at mean low water. This means the channel is only navigable on half to high tide for any boats drawing over five feet. This condition prohibits bringing herring to the three factories which process sardines, resulting in curtailed operation and loss of income to the employees. At present boats have to be moored in the channel which interferes with river traffic.

# 3. LANDING AND SERVICING FACILITIES IN THE HARBOR Public Landings

There are no public landings at present, although Sawyer Wharf is open to public use.

The Town voted at its last Town Meeting to locate a Town Landing on the old site at the Bridge and raised \$1,000.00 for same providing the Government will dredge the channel to the site.

## 4. PRESENT USE OF THE HARBOR

# a. Fishing Industry

There are three Sardine Canning Plants, J. Wyman &

Son, Milbridge Canning Co. and L. Ray Packing Co. located on the Narraguagus River. In addition a Fish Company, Partridge Island Weir Co. not operating at this time. These plants employ approximately 400 people, and the economy of the community is very dependent on their operation. There are times fish cannot be brought into these plants and this results in unemployment and serious loss of income.

In addition to the factories, there are twenty or more lobster fisherman who fish out of this Town and are forced to moor their boats in the channel. This anchorage is inadequate, dangerous, and hindrance to river traffic.

### GENERAL INFORMATION:

Milbridge is situated in a very strategic location, as it is near good fishing grounds area, where herring and lobsters are caught. The quicker herring can be processed the better the product. Due to the gradual filling in of the channel, the canneries are handicapped in their operations.

There is a good possibility that a year round fish processing plant would be established in this Town. An improved harbor would certainly help to bring this about.

The Town has not felt that spending money for a public landing would be economically sound until a suitable channel and anchorage were provided.

### RECREATIONAL BOATING:

During the summer months, there are several yachts

cruising the Maine Coast, who have a desire to enter this harbor to buy supplies etc. Many of these people own summer homes on the Islands and Points in Narraguagus Bay and are forced to use facilities in other places as there is no suitable landing and anchorage in the harbor. Many have expressed their desire to use this as a home port, but cannot under the present conditions, as a result the Town loses.

Recently a Boys' Camp has been established on Dyer's Island in Pleasant Bay. Milbridge is the <u>nearest</u> logical shopping place but due to the condition of the river they are forced to truck all their goods 2 miles down the bay and transfer to their boats.

#### CHARTER BOATS:

There are at present 1 full time and 1 part time
Charter Boats operating out of this harbor. The former is
moored at Partridge Island Weir Co. Wharf and the latter
anchored at Smith's Cove, 3 miles below the Town. They can
only use the channel between half and full tide and as a resulcan only make trips at this time. The Smith's Cove mooring
necessitates carrying passengers from the pound to the mooring
by row boat in any tide less than half. The Partridge Island
Wharf is orivately owned and has no facilities for this type
of service. This condition prohibits these boats from making
scheduled trips and they can only operate at certain times.
A dredged channel and Public Landing would out this business

on a profitable basis, as they would not be hindered by lack of channel and adequate landing.

In conclusion, to keep the economy of Milbridge at the same level with other coastal Maine Towns, we must have an adequate Town Landing and a channel deep enough to allow Sardine Carriers, Lobster Boats and Yachts to navigate at all times.

Respectfully submitted

MILBRIDGE CHAMBER OF COMMERCE

By Philip Sawyer\*

(End of letter.)

MR. SAWYER: I also have several enclosures with several figures, also letters to substantiate those figures and answers to the several questions asked which I would like to present at this time.

LT. COLONEL WACHENDORF: Thank you very much.

This letter received and attached to the record as Exhibit

Two. Exhibit One was Mr. Green's Statement.

Thank you very much, Mr. Sawyer, for a very complete and clear presentation here. There is one thing in the enclosure which I would like to go into a little bit and that is enclosure Number Six and Seven, I guess it is which lists the specific crafts that use this harbor, and particularly I am interested in the draft of these crafts.

I noticed now, that there are now 6 carriers of an

average length of 60 feet with a draft of 9 feet. I wonder if I could have - if you could forward to us after the hearing, a list of the names of the ships or the graft and who ownes them and whether or not they are - or how often they use the channel and whether or not they are based here or based elsewhere and just call at these factories. The same for the trawlers and seiners and lobster boats. The lobster boats were probably not listed by name, but by group as to size and draft. We would be interested in knowing the capacity of the carriers, too, if that is available.

Now, is there any other Town Official who wishes to be heard at this time?

Does Mr. Theodore Strout wish the floor at this time?
Have you anything to present, Mr. Strout?

MR. THEODORE STROUT: Nothing that Mr. Sawyer hasn't said. He made my point clear.

LT. COLONEL WACHENDORF: Thank you. Mr. Harry

Pinkham, do you have anything you wish to present at this time?

MR. HARRY PINKHAM: I think, Mr. Sawyer, has it all.

He represents the Chamber of Commerce.

LT. COLONEL WACHENDORF: Thank you. Mr. Stephen Monsulick, did I pronounce your name properly, Monsulick.

MR. STEPHEN MONSULICK: Monsulick.

LT. COLONEL WACHENDORF: When you have a name like Wachendorf, I know how you feel when somebody murders it.

Mr. Monsulick, do you wish to be heard at this time?

MR. MONSULICK: Mr. Chairman and Members of the Committee, I represent both the Milbridge Canning Corporation of this community and the Riviera Packing Company of Eastport, Maine. Now. the reason I include Riviera Packing Company is that due to the trucking situation on the transportation of fish, we have designated this Milbridge Canning Corporation as an unloading station for fish and for the reshipment of our sardines to the Eastport plant, and in the 2 years this particular operation has increased to the extent of somewhere around 40 per cent of the preceding production.

Now, we all know that the Sardine situation is in a very depressing situation and we think that what we can do to alleviate this situation should be encouraged.

In the past 3 or 4 years the channel in question has decreased in depth to such an extent that if we come in with a load of sardines to this particular cannery, we must plan to be in at our company dock at least at half tide, if anything later than that time we are in trouble.

In a particular instance, this past year, I, on 2 different occasions, was forced to lose a considerable amount of money because we just didn't make the tide in time. Of course, we all know that, for some reason or other, the fish have ventured to the western waters.

Now to get back to the 2 instances, this past year,

we are faced with a labor situation which seems to get more critical as each year progresses and the people are getting to the point - you used to be able to have them work for you after the daylight hours, but for some unforseen reason, this practice has rapidly come to an end.

Therefore, on these particular 2 instances, I had planned to get the fish in at the 4 o'clock period and I thought the carriers would make the tide in time. However, through some freak of nature or what have you, the carriers missed the tide which resulted in my disposing of the fish after they landed at the docks.

Now, this past year there are some instances where you can dispose of your condemned lot of fish to the lobster dealers or what have you for bait. However, the fish situation what it was this last year, it was an impossibility, therefore, somebody had to stand the direct loss.

Now, if we were allowed to navigate this particular river at any time, that would eliminate this particular added expense or perhaps at the same time, it would take a tremendous load off the manager's shoulders so to speak, so that he wouldn't have to particularly plan on meeting the tides.

Now, it is quite a problem and another thing which comes to mind, we have no facilities on the river for servicing our craft at the present, so this, to the ordinary

individual in the community is no problem apparently, because you take the lobster dealers, they can get their service down at the lobster pound because providing they wait for the tide and so forth, but we in this particular sardine operation, we have to have our crafts serviced at either Jonesport or South-West Harbor.

Now, there again just this last season we had difficult instances where it resulted in my losing a days operation due to the fact that my craft could not get service. Unfortunately, the skippers were not on the ball in that particular instance or perhaps they were pressed for time or a little greedy and overlooked the situation that they didn't have service enough to make additional trips.

Well, here I can get service either through some of the local stations which have tank trucks which they will come down but on each of these particular 2 instances, they refused me. Now, what the reason was, I can't tell you, I'm sorry, but I think that we personally would benefit more from from this as far as other industry is concerned, and I am wholeheartedly for it. Perhaps I'm a little concerned because it would take quite a bit of responsibility of my shoulders.

Now, I have here 3 or 4 separate questionnairs filled in by different boat men from the Canadian side who have refused to come into the harbor.

Now, all these boatmen in question have all been

here in the past. However, due to the conditions of the channel, they absolutely refused. Now, one of the boatmen had an accident on the river. Now, it might be questionable as to whether it was his fault or the rivers fault, but I think he had a little damage done to his boat and he wasn't used to the river, so normally we would place a pilot on board his boat when he came through customs and in this case he had a pilot on board, but someone just goofed. But, he still had the damage to the boat and the fact that it put us to additional cost and he now discharges his cargo at Eastport and we have to truck it up.

Now, this cost us additional funds because the rate to Eastport and to Milbridge from Grimny Island is identical. Therefore, any additional cost of trucking has to be absorbed by the company.

I also have a letter from the former skipper of the Oguirrh and the present skipper of the Arthur S. Woodward, who also refused me on the same grounds.

Then I have here another letter from the Wm. Under-wood Company who also refused me for the same grounds.

(Mr. Monsulick handed some papers to the Colonel.)

LT. COLONEL WACHENDORF: Mr. Monsulick, I've got a couple of questions to put to other people, but I would appreciate it if you could clarify a couple of points for me.

Does your company operate, both out of Milbridge and

that are based here?

MR. MONSULICK: That's right.

LT. COLONEL WACHENDORF: How many?

MR. MONSULICK: Two of them.

LT. COLONEL WACHENDORF: They would be included in this list that I am going to get. Did I understand that you truck fish from Milbridge to Eastport?

MR. MONSULICK: That's correct. We used it for unloading.

LT. COLONEL WACHENDORF: And you also truck fish from Eastport to Milbridge?

MR. MONSULICK: We're forced to.

LT. COLONEL WACHENDORF: I don't understand why you have to truck to both ends?

MR. MONSULICK: We all know that the most economic operation you can get is a constant operation.

LT. COLONEL WACHENDORF: I see.

MR. MONSULICK: That's the reason we do it.

LT. COLONEL WACHENDORF: I see.

First of all, how do you figure we can help you on this craft servicing problem? Did you have in mind if the channel is improved then more craft will utilize the channel and these service facilities would be provided?

MR. MONSULICK: They would become available.

LT. COLONEL WACHENDORF: Thank you. I wanted to

make clear that is something that the Federal Government would be participating in.

MR. MONSULICK: No.

LT. COLONEL WACHENDORF: Where did this damage occur, do you happen to know?

MR. MONSULICK: Well, it happened above Long Cove - Long Point rather.

LT. COLONEL WACHENDORF: Just above Long Point?

MR. MONSULICK: That's right.

LT. COLONEL WACHENDORF: Is there any dollar value of the damage, is that indicated?

MR. MONSULICK: No, I didn't have it in there because I didn't know anything about it. Honestly, it happened at such a length of time and so much time had elapsed that I had forgotten about it until they brought it to my attention.

LT. COLONEL WACHENDORF: I'm just asking these questions of you, if you do want to answer them, I mean you are perfectly free. I'm just trying to get some complete information which wasn't clear to me. Did these other skippers refuse to come in here because they damaged their boats and because they were - or they heard about the difficulty?

MR. MONSULICK: No, after they navigated for a certain length of time, then they decided that it was too

much of a chance because the situation as it existed in the Canadian waters, most of the fishermen on their own craft but on the American side, the companies own their own crafts so when you put a skipper aboard here, he isn't so much concerned about your craft because he has nothing to lose other than his position.

LT. COLONEL WACHENDORF: I understand that. One more thing I want to make clear. Do I understand you to say that at least a sardine catch, let's say the larger catches are being made further down along the companies rather than up to Eastport?

MR. MONSULICK: That is correct.

LT. COLONEL WACHENDORF: And Milbridge is on the increase?

MR. MONSULICK: It definitely is. My figures will bear me out on the last 2 years that I have presented.

LT. COLONEL WACHENDORF: Thank you very much. I appreciate that.

Mr. Vernon McFadden, do you wish to be heard at this time?

MR. VERNON MCFADDEN: Mr. Chairman, Members of the Committee, my name is Vernon McFadden, West Jonesport, President of the Washington County of Commerce.

We've aggressed from the fishing situation here a moment. Washington County is made up of about 25,000 and

as far as 35,000 people there and the economic situation of the County is now what we desire, and what the people in the County would like and, of course, we're trying to improve that but we do have and enjoy a favorable situation that some of the other Counties in the United States enjoy, and we do lack material and we are quite well-distant from markets.

In 1956, Washington County was designated as one of the pilot Counties of the United States, one of the 55 Counties so designated. And Washington County in Maine is the only one in the northeastern United States. I think the nearest one would be in the Northern State of Pennsylvania.

I'm quite sure the Federal Government, the Department of Agriculture, and the State of Maine through considerable surveys came up with the answer that we do something for ourselve and that it wasn't a hopeless situation, but it's a long drawn out situation with the industry down here and it seems to be one of the things that we could expect and it was the recreational ends of the thing.

The Government has assigned a full time man to
Washington County to assist the local communities and try to
expand this service to the summer trade. It is a seasonal
thing, but it does mean dollars and cents, and our coast line,
Washington County, is something to be proud of and that is
one of the things that we intend to stress on.

We believe that any development of the Narraguagus

River to the point of the center of the town would not only materially help the Town of Milbridge, but would also Washington County, thank you.

LT. COLONEL WACHENDORF: Thank you, Mr. McFadden.

Does Mr. Franklin Beal wish to have the floor?

Do you have anything you wish to present, Mr. Beal?

MR. FRANKLIN BEAL: No, nothing that has not already been covered.

LT. COLONEL WACHENDORF: Thank you.

Mr. Clarence Beal?

MR. CLARENCE BEAL: Mr. Chairman, and Committee, and gentlemen, I am in charge of one of the sardine cammittes, Ellery Packing Company and I've been in charge of them for 6 years.

It's almost impossible at times to navigate this river. My boat is 54 feet long, 16 feet wide, 7 feet light. Now, when it is full of fish it draws 9 feet of water and as a matter of loading, you can load your fish at any time you wanted to, you get things into - you'd get a good many boats operating on this coast.

You may have a first turn, you may have a fifth turn, you may have a tenth turn, that throws you back. You get down here on the bank, thick of fog, and there isn't water in the river to come in and you've got to lie down there until half tide at least for the fish to come into the

center, and as Steve was telling tonight, as he was telling you, when you get to the factory you are detained other times down river when you get to the factory, of course, your fish are not as good as they would be if you came right in with them.

when I couldn't make connections and then get down here and find the tide against me and at times by the tide I got to the factory my fish - a lot of it was wasted. And I guess about everything that I have got - about everything has been covered, but as I say, I'm the master of a sardine carrier and the conditions of this river, it's pretty difficult to navigate. In fact, you can't navigate until at least if you are loaded with fish until half tide to get your fish in.

LT. COLONEL WACHENDORF: Would you give me a statement of what's the value of your catch? — When it spoils like that, what you have lost in dollars to speak off?

MR. BEAL: Well, Mr. Wright will give you that better than I could, but I should imagine it would be a good many dollars.

LT. COLONEL WACHENDORF: Could you say?

MR. BEAL: My boat carries 59 hogshead of fish, 17 bushel and a half to a hogshead, just a little over a 1,000 bushels.

LT. COLONEL WACHENDORF: That's what I'm looking for.

MR. BEAL: And I should imagine a good many cases have failed to make connections. If you don't make connections just right, there probably is a good many dollars that is lost.

LT. COLONEL WACHENDORF: Well, the size of the catchis what I need, thank you very much, Captain Beal.

Ernest Beal, do you wish to be heard?

MR. ERNEST BEAL: I'm Ernest Beal. I think what Mr. Beal has said just about covers. I'm on one of the other boats, a sardine carrier that runs up the river here, the Ellery Packing Company, and what he said will cover everything that I have.

LT. COLONEL WACHENDORF: Thank you very much. I think after that Highway Bridge Hearing I had up here about a year or so ago, I thought I knew all you Beals pretty well by the time I leave New England, I think.

Mr. Harry Freeman, did you have anything to present?

CAPTAIN CLARENCE BEAL: I believe I have one more word to say.

LT. COLONEL WACHENDORF: Yes, sir.

CAPTAIN BEAL: During the time, of course, you can navigate all right until you, at the time you get to Wyman, if you are going to the Milbridge Canning Company in order to follow that river, you've got 8 different courses.

those courses, but I don't think it would be necessary and if you could time your boat, if you could time your boat while you are taking it tonight with one of these boats with a search light, and it's no use at all. It just flies back in your face, that's all, and there is a lot of other butter—flies — I was trying to navigate this river, the conditions in and out.

You've got 7 different courses from Wyman's to Sawyer's Island and then you have got 8 from Wyman to Milbridge Canning Company.

LT. COLONEL WACHENDORF: Let me ask a fluestion now.

Do you feel that, of course it's rather general terms, but

it - I say general in that specific width and cost has not

been designated, although there is an outline submitted in

Mr. Sawyer's plan. Do you feel that the plan which has been

presented by Mr. Sawyer will remedy your problem?

CAPTAIN BEAL: Yes, sir, I do.

LT. COLONEL WACHENDORF: Let me ask you this, how wide should the channel be?

CAPTAIN BEAL: How wide? I should say that channel should be 100 feet or more.

LT. COLONEL WACHENDORF: When you say or more, that means or more in dollars too, you know.

CAPTAIN BEAL: That's right.

Finn and

LT. COLONEL WACHENDORF: So I am expecting you to say that the minimum necessary cost that is what we would consider and because we have to justify this economy, you see Captain?

CAPTAIN BEAL: Please, (Mr. Beal conferred with other gentlemen in the room.) Mr. Beal here says the channel should be 200 feet wide.

LT. COLONEL WACHENDORF: Two hundred feet wide, thank you.

Now, Captain Freems, do you have anything you wish to present?

CAPTAIN HARRY FREEMAN: Mr. Chairman, I am not navigating the river at the present time, but I have in years gone by and have no business on the river.

I don't own any boat, although I did put a few of them in there last year in high water and I wouldn't - at half tide, as it is the only time that any boat can come up from Wyman to the Milbridge Canning Company. But as that chart, as the boatmen know, the channel is not accurate.

None of those buoys that the Government has put in there in the last few years are accurate. They are not in the proper position at all. But It's impossible for any boatman to come up here in the night without a search light. You've only got a little narrow channel there even at half tide and you get out of it a little ways and you are on the

week, I have heard them say that if you give them that spot at Wyman with a red buoy and to the Milbridge Canning Company dock, at any time, but you can't do it.

When you get over that spot, at Wyman there, which is 3 or 4 feet there on it, it might be 6 feet in low water. When you get over that you've got 2 more of them in your way before you can get up the dock.

So why should any boatman with any common sense at all run one of these sardine boats which runs into thousand of dollars, with a load of perishable fish in it, start to come up this river before half tide? Because any of these boatmen know the sardine business and they won't take the fish when they have to come down here in the night in thick of fog and in low water.

If they do it, they'll have to take the fish in to the dock and 9 times out of 10 the process will have to sell probably half or three-quarters, and sometimes the whole of that load of fish to these processing plants for fish meal and cat food or what have you.

At the present time, that chart is accurate for any boatman to come up this river. All those marks were put on there in 1907 and there has been nothing done to it since.

Now, up to the "deep hole." There is no "deep hole" anymore in this river. There is no more water in the

"deep hole" today then there is of in the channel by the black buoy opposite it. That "deep hole" represents that place between the Spinal and Seiger's Point. There used to be anchored schooners there. I've anchored them there myself, but you can't do it now. There is just as much water in the channel way. It shows up all the time on account of the sawdust above this from Cherryfield and freezes up there and it will freeze up on the bottom and come down here and set sawdust in the river.

LT. COLONEL WACHENDORF: Is that old sawdust?

CAPTAIN FREEMAN: It's sawdust. What we call sawdust bits in the river.

LT. COLOMEL WACHENDORF: This is old deposits?

CAPTAIN FREEMAN: And we have a mill here in Milbridge now that's right down here that probably 9 tenths of the sawdust goes into the river.

LT. COLONEL WACHENDORF: Today?

CAPTAIN FREEMAN: Today. The sawdust bank is, is sawdust on the bank of the river and you take a storm, a wind storm, and that sawdust is going to go back into the river.

Of course, that could be stopped.

We know that, but that is filling up the river.

If it ever was dredged that would have to be stopped. We know that, but on account of the sawdust beds here that shifts every spring. These channels shift a little bit. Not much,

but in a period of years, it has shifted and filled up and we have had the Captain of the Lawrence, there's 8 different courses from Wyman up to here now which in 1907 when the channel was dredged. It was a straight channel up here, but it's filled up and made them contours on different sections of the river so you have not got any more channel.

LT. COLONEL WACHENDORF: Well, Captain Freeman, are you indicating that we would have great difficulty in maintaining a depth of the channel once we dredged it here.

CAPTAIN FREEMAN: No.

LT. COLONEL WACHENDORF: Because of the sawdust?

CAPTAIN REEMAN: No, over a period of years, yes,
but it's been over 50 years since the channel has been dredged
out. If you don't maintain a channel after you dredge it,
it's going to fill up in time no matter where.

LT. COLONEL WACHENDORF: How often do you think we'd have to come back?

captain freeman: Probably every 20 years and straighten it out and keep the middle in depth there. It wouldn't be no great matter. You'd have a straigh channel up here, probably from Wyman up to Milbridge Canning Company dock and dredged out in the proper shape, it would probably leave 3 courses and one from there into the town light landing.

LT. COLONEL WACHENDORF: Thank you very much,
Captain. I wonder if you would point out the other locations

IIve heard several figures mentioned here, 2 and 3 feet depth or 4 feet depth, where are the others, could you point out on that chart?

CAPTAIN FREEMAN: Well, it's right there below Timmy's Point.

LT. COLONEL WACHENDORF: Below Timmy Point?

CAPTAIN FREEMAN: Yes, and there is another one up above the Spinal. That spinal situation just about fits into the water just above the "deep hole." There is no more "deep hole" there no more.

LT. COLONEL WACHENDORF: Thank you very much, Captain.

Captain Purington, do you have anything you wish to present?

CAPTAIN JOHN PURINGTON: Yes, sir, Mr. Chairman, the Board, I guess I am the guilty party there that's refused Mr. Monsulick on the river on some occasions, a nd the reason for that is that there is one good way to navigate Narraguagus River and that is one hand on the throttle and the other on the Bible and both eyes open and then ask about shore spots - I found them too. (Laughter)

Now, then on North Wyman, I've tried it up through with the boat that I was Captain on and I tried to drive up through Leona near the shore. I think, and I've tried it up

through with a full cargo aboard and I stopped in the sawdust and mud. And got over the tender and 6 foot or - and tried to find the hole through it.

There isn't any hole up through it from red buoy or below the red buoy. At Wyman, that's bugy No. 2 from 150 feet to the south of buoy No. 2, to up above buoy No. 4, that is growing steadily worse every year.

It used to be once we could get by buoy No. 2, that up to, well, up to just before buoy No. 4 then you could go theerest of the way if you could keep clear of the rocks and the point that have been made out there. But, now that in the past 2 or 3 years, that is filled in meal fast from buoy No. 4 up to the blank buoys which would be No. 5, I believe.

LT. COLONEL WACHENDORF: Five and seven, right?

CAPTAIN PURINGTON: The boat that I am on at the

present is 60 feet and she draws 6 feet light, probably 8

foot loaded and any of these captains that have handled boats
with a cargo aboard know that even though you are drawing
8 feet you have got to have at least 2 or 3 feet in order to
handle the boat in this tide.

You've got to have at least 2 or 3 feet of water under you besides your clearance otherwise, you get cross winds and you are on a mud bank any way.

LT. COLONEL WACHENDORF: How many hogsheads do you carry?

CAPTAIN PURINGTON: You mean a trip or a year?

Do you mean for the trip or for the year?

LT. COLONEL WACHENDORF: That's right, for the trip?

CAPTAIN PURINGTON: 48,000 pounds is what we are taking at the present.

LT. COLONEL WACHENDORF: Thank you,

CAPTAIN PURINGTON: And the way the situation has been this past summer, why it was 5 and 6 trips that was 1 trip every morning that the owners would like to have at 7 o'clock in the morning.

Now, between 6 and 7 o'clock in the morning and due to the tide conditions, the shore mist, they would be leaving here sometimes at, say 2 in the morning. Well, he has to wait until noontime as Mr. Monsulick points it out, that the processers of fish, they are either getting greedy or lazy, one or the other. (Laughter) They just won't work after hours.

The fish that you have to deliver at 2 in the morning in the Rockland area or the Bluebay area, they have to be loaded until middle of the afternoon. You bring them in and if the plant can process them, then they so to Augusta and they sand back a photograph of the fish you brought in.

It doesn't really cost me to much money, but it cost the company more than they can stand and another thing

on this river, if you come in there with a boat load, you've got no shelter and with a southeast wind, - we have a mooring in there for boats at Wyman and I can get up and slide through the mud, get to the mooring where you can wait for the tide but the boat is laying there loaded with 48,000 pounds and the tide is pounding the boat constantly and that isn't helping here any either.

The boat is worth \$25,000 and if they could dredge it, he spoke of sawdust in the river, I don't - there is sawdust, but as you know, lumbering is, you might as well say a thing of the past. There is no amount of sawdust coming down now and I don't think you'd be bothered to much with keeping the channel open, if it was once open so that the tide could go down through and carry that stuff out to sea.

LT. COLONEL WACHENDORF: Thank you, Captain. I want to make something clear. The Federal Government does not as a practice make any - does not dredge alongside docks and bars in general. Talking about your mooring there at Wyman.

Mr. Wyman has there, the other day that if we could get, if the channel was dredged so that you could get into the channel or brush the wall that he would either build a pier out or have a dredging operation in alongside of his pier so that he could get the fish when he wanted them.

LT. COLONEL WACHENDORF: Thank you.

LT. COLONEL WACHENDORF: Mr. J. C. Strout, do you have anything that you would like to present at this time?

MR. JAMES C. STROUT: Mr. Chairman, I think about everything has been covered. I have a yacht here, a 50 foot yacht and it draws about 75 feet of water, and there are numerous obstacles in this channel which are very embarrassing at times in getting to where I keep my boat.

I have to keep my boat tide up to a wall which is in very poor condition. It's the Weir Company over here on the east side of the river and I certainly would like to see this channel dredged out so that I would be able to get up here on the 5 feet of water below Wyman to some distance above the No. 4 buoy, it is absolutely impossible to get up here on low water or even on low tide.

I could get out and walk there. I have been ground out and had to wait and lay right over in that mud. There is a lot of sawdust in this river and slab wood from years past.

LT. COLONEL WACHENDORF: Thank you, Captain Strout.

Mr. West - C. H. West, do you wish to be heard, do
you have anything to say?

MR. C. H. WEST: Not much, my views have been expressed clearly and thoroughly by some that have spoken and they are further down the bay than I am, although we have a fish wall on the east side of the river and we have seen at

times 8 or 10 boats hung up down here on the flats waiting for the tide to come in so they could get to the wharf and it has forced us many times to transport our fish from our land on account of the low and poor conditions in the river. I thank you.

LT. COLONEL WACHENDORF: Thank you, Mr. West.

MR. J. C. STROUT: Mr. Chairman, if I may speak. I did see the piece in the papers as to the closing of this drawbridge down here. They gave me 48 Lours notice to the Highway Department. That's one thin's that I am very much opposed to.

notice \*\* what 3 or 4 of the boats, we had to go up in there, we have no anchorage and no place to leave a boat here in this river which has been stated before. I have to tie up to a wharf and in a storm or a blow, there is no place to go and not being able to go up through this bridge is a very nice thing to do because it is ample water, there is about 10 feet of water above this bridge from the "deep hole" where - which is a great shelter and I went up through there and in fact, I think there were 3 boats that went up in there that got up on one of these heavy blows and having to give only 48 hour notice to open that bridge isn't to convenient, although the majority of the time that probably is ample, but if the need arises, I think, if anyone should so desire to proceed to

their objective, I don't think we should have to give a 24 hour notice. If we notified the State Highway Department, the representative which is here in this town, that day, or a reasonable length of time before we wanted to go through the bridge.

If we should have to in high water, it would be nice to be able to do that. I am very much opposed to closing that drawbridge to giving a 48 hour notice due to the fact, that if a storm came up that I couldn't go above that bridge and anchor where it would be perfectly safe.

LT. COLONEL WACHENDORF: Well, as you know, as you have called attention to, the Secretary of the Army has published changes in the regulations for that bridge and whether or not the State Highway Department will open in less time than that, I can't answer that.

I can only say they are required if you give them 24 hours notice, however, I am interested in their comments about the current lack of protection below this bridge.

I am particularly interested since the proposed plan requests this as anchorage area and certain material presented here indicates that this would be used as a safe harbor.

MR. J.C. STROUT: It would be if there were a place to moor a boat of any size above 50 foot long. You've got to anchor here - well a boat 50 foot long can't anchor

here in this channel because you'd go all over the bank, either side.

LT. COLONEL WACHENDORF: If you had an anchor, then it would be safe?

MR. J.C. STROUT: Oh, it would be perfectly safe.

LT. COLONEL WACHENDORF: It's just that there isn't enough water there at the present.

MR. J.C. STROUT: That's right, there is no channel to swing.

LT. COLONEL WACHENDORF: And there is that chance of swinging unless a blow or not so rough up above the bridge?

MR. J.C. STROUT: Oh, it isn't that it's rough above the bridge, there is a large area for swinging in there. Up where I keep my boat here, I can't keep a mooring. I have to tie up to this wharf because there isn't room enough for me to swing that mooring in the river.

LT. COLONEL WACHENDORF: How long should this anchorage be?

MR. J.C. STROUT: Well, for me to swing?

LT. COLONEL WACHENDORF: No, how long should this anchorage be in the Marraguagus River at this point for all of the purposes that have been presented here tonight?

MR. J.C. STROUT: Well, for all boats, 200 foot anchorage.

LT. COLONEL WACHENDORF: Well, 200 foot was the

width of the channel requested. A summer anchorage would be larger than that.

MR. J.C. STROUT: Well, yes, sir, well, if you had anchorage of 300 feet or of any length at all, you could have ample anchorage for any boats and a quantity of boats in this river.

LT. COLONEL WACHENDORF: Three hundred feet?

MR. J.C. STROUT: For any one of the carriers of a boat my size to have a mooring there in this river without going over the bank, that's why this "deep hole" above this bridge is a nice place to go in a heavy blow.

LT. COLONEL WACHENDORF: Thank you very much, Captain Strout, is that correct?

MR. J.C. STROUT: Right.

LT. COLONEL WACHENDORF: Now, is Mr. Guy Roberts, do you have anything you wish to present at this time?

MR. GUY ROBERTS: Mr. Chairman, I guess the captain and fishermen have made it clear, thank you.

LT. COLONEL WACHENDORF: Thank you.

I noticed that we haven't heard from any of the lobster fishermen. Do you have a spokesman or any one of you care to make any statements at this time?

UNIDENTIFIED SPEAKER: Colonel . I wish-

LT. COLONEL WACHENDORF: Could we have your name, please?

MR. DRUMMERY: My name is Mr. Drummery more or less from the sardine industry - I live in Wyman now, but in order to eliminate all this river traffic and so forth, out side of the harbor, I think we have 2 coves up there in Wyman with a nice break water if they can get there and that would take care of everything.

I don't want to step on anybody's toes particularly, but that's something to think about.

LT. COLONEL WACHENDORF: How much water do you have there, now?

MR. DRUMMERY: Well, that's right off the main channel. It isn't over 4 or 5 feet there right now, but that is why the Wyman Sardine Canning Company is where it is at the present time.

LT. COLONEL WACHENDORF: It's 4 or 5 feet of water, is that enough?

MR. DRUMMERY: It wouldn't be, but if it was dredged, it would be.

LT. COLONEL WACHENDORF: In other words, you are not asking for a break water, but for additional dredging.

MR. DRUMMERY: No, I said this was something to think of. It would eliminate the river.

LT. COLONEL WACHENDORF: I see.

MR. DRUMMERY: Otherwise, just for sardines.

LT. COLONEL WACHENDORF: Well, you're presenting

this as an alternate proposal for our considerations, right?

MR. DRUMMERY: In other words, as Mr. Green said, there was around 65 lobster fishermen in Milbridge in general. That takes in Wyman and so on and possibly all - out of those 65, there would be 30 power boats and after the first of November or so, you can't come in the river on account of ice and so forth because it's to cold and it's - you can't leave them in the channel down there so that's why people don't fish in there any later than they do.

LT. COLONEL WACHENDORF: Could these lobster boats be moored in up the river?

MR. DRUMMERY: Well, right now, they are cliable to get jammed. It's the most convenient place.

LT. COLONEL WACHENDORF: Well, if an anchorage were dredged up river, would that be used, in your opinion, by lobster men as well as the other craft we have been talking about?

MR. DRUMMERY: Well, yes and no. I mean everybody more or less u. a the most convenient place. If I live in Wyman, I wouldn't want to have to drive to Milbridge to go fishing, back down by Wyman.

LT. COLONEL WACHENDORF: Would you indicate on this chart up here where you believe these break waters should be constructed or this break water should be constructed. Would you do that, please?

MR. DRUMMERY: These 2 coves down in here. (Mr. Drummery indicated on the map in front of the room.)

LT. COLONEL WACHENDORF: Where would be break water located, to protect from the northeast pier?

MR. DRUMMERY: Well, yes, southeast. You could come right down here or you could shut this cove of and come through here. (The speaker indicated on the map.)

LT. COLONEL WACHENDORF: Thank you.

Any other lobster fishermen who would like to be heard from?

(No response)

Apparently there is none.

Any one else who wishes to be heard in favor of an improvement?

(No response.)

Apparently there is none.

Do we have any one who wishes to be heard who is opposed to this specific improvement presented here, either have them or any improvement or do you have any alternate or something in addition that you wish us to consider or you think we should consider.

(No response.)

Apparently there is none.

This is your last chance to speak up, gentlemen.

LT. COLONEL WACHENDORF: Your name, please?

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MR. LAWRENCE STROUT: Lawrence Strout. I am a lobster fisherman and speaking of a lobster fisherman for a harbor, this river is nicely to be dredged and it needs to be, bad, but it would make no winter harbor for any boat.

LT. COLONEL WACHENDORF: For what?

MR. L. STROUT: It would make no winter harbor for any boat. The river it's--

LT. COLONEL WACHENDORF: To much ice?

MR. L. STROUT: Yes, there would have to be a winter harbor, it would have to be a break water somewheres to here as it is ice and there is only 3 fishermen and one scallop dragger who are operating out of here at the winter time and we have to leave our ports open in Corea Harbor and one in Southashton. So, there is no winter harbor any wheres here, of course,

LT. COLONEL WACHENDORF: Would this proposal that was presented here remedy that situation, in your opinion?

MR. L. STROUT: Well, I think that would have to be left up to the engineers to tell where the best place would be.

LT. COLONEL WACHENDORF: Thank you very much, any one else?

MR. DAVID KENNEDY: My name is David Kennedy, I don't believe there has been an average citizen here speak in regards to this matter. Most all that have spoken have been

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vitally interested in their own particular field such as boating.

I would just like to concur with these boatmen that something really needs to be done to this harbor. I am a pharmacist, so naturally I wouldn't be interested in the boat but, interested in the economy.

Dollars to these people is dollars to the community. So, therefore, speaking and concurring with these gentlemen, I think that I speak for the town in concurring with their request that something should be done to alleviate the conditions.

LT. COLONEL WACHENDORF: Thank you, Mr. Kennedy.

If there is no one else who wishes to be heard, I have a few communications which I would include with the record. I'll read these letters into the record. One of them is rather long.

This is a communication which we have received in response to our Public Notice which I read at the start of the hearing.

(The following letter received from Mr. Donald F. Sawyer was read into the record by Lt. Colonel Wachendorf, and is marked as Exhibit Number Four.)

"December 9. 1957

Gentlemen: Narraguagus River, Maine.

While I am not a fisherman or boat owner, I am in

favor of deepening the channel of the Narraguagus River to Milbridge, Maine since the present depth and width of the channel is a great hindrance to the boat users of the Town, especially the sardine carriers and the boats of the lobster fishermen.

Since a very large proportion of our local economy is comprised of Seasonal items such as fishing and sardine canning, any improvement such as is contemplated in this proposed project will benefit the whole community either directly or indirectly.

Since the Town is already in the position of having to spend 65% of its income received from the local tax-payers on Education and will also have to assume the whole cost of providing a Public Landing, I am not in favor of the Town having to spend mondy on the river and harbor improvement project itself.

Very truly yours,
Donald F. Sawyer\*

(End of Letter.)

(The following letter received from Mr. Charles A. Cary was read into the record by Lt. Colonel Wachendorf, and is marked as Exhibit Number Five.)

"Charles A. Cary
9466 Nemours Building
Wilmington 98, Delaware

December 10, 1957

The Division Engineer

U. S. Army Engineer Division, New England

Corps of Engineers

150 Causeway Street

Boston 14. Massachusetts

Dear Sir:

I am in receipt of your circular letter of December 3 and attached questionnaire with reference to the project to dredge the Narraguagus River, Maine. In response to your invitation, I am glad to have the opportunity to submit the following information on this project, on which a hearing is to be held at Milbridge on Tuesday, December 17.

My personal interest in the matter arises from my summer residence on an island down the Bay and my ownership of two pleasure boats, a sloop drawing 5' and a power boat drawing about 3'. The last several miles of the channel up the river are too shoal for passage at low water and the town of Milbridge consequently is inaccessible by water for much of the time.

The use of the channel by commercial fishermen and by the fish carriers serving the packing plants at Milbridge is the main justification for the expense of dredging. In addition to our interest as summer residents, Mr. Cary and I are both natives of that part of the country and are interested

in a project such as this which would contribute to the economic betterment of the town of Milbridge.

For the yachting fraternity there might be a potential asset in this project if service facilities, etc. were installed at Milbridge. With the closing of Mossabec Reach by the Beals Island bridge, there are few sheltered anchorages and practically no service points east of Schoodic. For this reason, an accessible harbor with yacht service at Milbridge would be of real value for both safety and convenience.

Yours very truly,

Charles A. Cary"

(End of Letter.)

(The following letter received from Mr. H. Meredith Berry, M. D. was read into the record by Lt. Colonel Wachendorf, and is marked as Exhibit Number Six.)

"Berwick Boys Foundation, Inc.

December 11, 1957

Dear Sir:

I should like to write this letter in support of an application made by the town of Milbridge, Maine for improvement of the channel to their town wharf.

The type of improvement that they need most would be a dredging job to straighten and improve the channel from the mouth of the river to the town wharf. The treacherousness of the present channel makes it hazardous for boats of all

sizes from an outboard to a large fish boat. The details of such a dredging operation would best be left in the hands of experts.

The difficulties that we presently have in operating a charitable non-profit boys' camp on Dyer Island in Pleasant Bay at the mouth of Narraguagus River are many. Our principal place of shopping is Milbridge, and most of the time we are unable to go to the town wharf. This is because the channel at low water is extremely winding, narrow, and even for an outboard is dangerous, except for a person that has used it all his life and knows it by heart. Because of the frequent stranding of boats, loss of propellors and shaft ends, and groundings out of our larger lobster type boats, we have abandoned the use of Milbridge as a port. A marked improvement in the channel would be necessary before we feel we could safely use the town wherf particularly after dark. I would further point out that the navigational markers are not kept in good repairs, and are very difficult to visualize. A further problem is that the mooring area is rather crowded. A second problem is that the wharf is in disrepair, and is very difficult to use even at high water.

We would particularly like this waterway to be improved as we own several outboards and one thirty-eight foot lobster boat that is used for both pleasure and business. At our Island headquarters we have our own wharf and moorings

and we should anticipate getting even larger boats particularly if the facilities were improved. We have a camp that
has built to fifty boys and within the next five years will
probably number one hundred fifty boys with the sole means of
transportation to the mainland being by boat. Enormous amounts
of building materials, supplies, food, and the daily mail must
be obtained. At the present time this must be done with the
aid of our mooring at Wyman which is some two miles down the
bay as we do not feel it is feasible, because of the waterway
to go directly to Milbridge. There is a great deal of building material, that if a suitable wharf were present, could
be loaded on barges directly from trucks rather than having
to hand move each item that goes to the Island several times.
This can only be done, not only with a good wharf, but a good
waterway that could be used at varying times.

I cannot speak for the community, and I am not a resident of Milbridge, although our business is in that area. I do feel that the community should spend some public money toward improving the wharf and I know that we, as a local organization, would be pleased to participate in this project. I believe that a public landing and a good channel would be used by many interests in Milbridge. The fish boats would have great use for the pier, but should not be allowed to use it to the exclusion of the small fisherman, the pleasure boats, and the boats coming in for business purposes. Thus I feel

that this total project would certainly benefit the entire community through its many facets of trade and pleasure. If we can be of any further help, we would be very pleased to do so, and meanwhile would hope that this project receives your favorable attention.

Sincerely yours,

H. Meredith Berry, M.D.\*

(End of Letter.)

LT. COLONEL WACHENDORF: I have one more letter to read.

(The following letter was received from Mr. Phillip H. Gates, M. D. and was read into the record by Lt. Colonel Wachendorf, and marked as Exhibit Number Seven.)

"Phillip H. Gates, M. D.

51 Brattle Street

Cambridge 38, Mass.

Chief, River & Harbor Section

Corps of Engineers

U. S. Army

150 Causeway St.

Boston, Mass.

Concerning - Narraguagus

River & Harbor Improvement

Milbridge, Maine

I write as an annual summer visitor to and property owner in the town of Milbridge, Maine, to encourage your study

of the Narraguagus River and Harbor improvement be carried out. My personal interest is recreational; I own only small boats for which channel improvement is unnecessary, but I am a frequent charterer of a power cruiser of 50 feet length and 5 feet draft which has frequently had difficulty in entering or leaving the river at low tide, has sometimes struck logs in the channel bed; and there have at times been serious inconvenience in the necessity of taking off or landing over low stretches of mud flat when the low drain & tides made entering the channel inadvisable for fear of going aground. On the questionnaire I have made the suggestion of deepening the channel from the low tide depth of 14 feet southeast of Turner Point, near the village of Wyman, and north of spar #5, to a minimum depth of (10) ten feet up to just below the bridge at Milbridge.

The provision that the town would need to improve its wharf and landing, which are in a badly neglected state, is a sound one, and I would expect to pay my share of assessments and taxes to meet its cost.

Sincerely yours,

Phillip H. Gates"

(End of Letter)

LT. COLONEL WACHENDORF: Any one have anything further to present at this time? If there is any one present who has not filled out and turned in one of these cards,

please come up here at the desk and get one before you leave.

Before adjourning this hearing, I wish to, on behalf of

Mr. Chandler, Mr. Stefaniak, Mr. Bassett, to thank you all

for the arrangements which you made to conduct this hearing

here tonight, the use of this hall and particularly for the

very orderly and complete presentation of the factual data

which you have given us here tonight.

of the boats, and if also you have any, let's say, more definite recommendations as to the specific alignment and width of the channel and the dimensions of the anchorage or at least in the capacity as to the number of craft and general locations which you desire.

I would greatly appreciate it if you would forward it to us after the hearing.

LT. COLONEL WACHENDORF: Do you have anything or questions that you would like to raise, Mr. Chandler?

MR. CHANDLER: No.

Mr. Stefaniak?

MR. STEFANIAK: No.

Mr. Bassett?

MR. BASSETT: I would like to ask a question here.

There has been some discussion about the sardine carriers

coming up the river and they have difficult navigating.

I would like to know as a stranger, approximately

how much time, we are talking about, when you speak of passing Wyman's and arriving at your Milbridge Cannery, how much time are you talking about when you are navigating that section with a load?

CAPTAIN PURINGTON: You mean the period of time that you are operating or how long it takes to go up the river?

MR. BASSETT: I mean, how long does it take you to travel up river from approximately Wyman's where you start running into your obstructions to Milbridge Cannery?

CAPTAIN PURINGTON: It would take, steady traveling in a good channel, 20 minutes.

MR. BASSETT: Twenty minutes, and approximately how much time are you talking about when you load or unload your cargo of hogsheads at the Cannery?

CAPTAIN PURINGTON: That varies with the amount of cargo and the purpose out. It takes approximately an hour but I think I understand what you are asking for and it is the amount of time.

MR. BASSETT: From half tide to half tide is what I am thinking off.

CAPTAIN PURINGTON: You can go in on a half tide and come out on a half tide.

MR. BASSETT: How much time do you need at the dock?

CAPTAIN PURINGTON: You've got time from half tide

to go up the river and discharge your cargo and come out again, but that's not what - It's leaving the fish aboard and after you get down here waiting there for 4 hours and after those fish have already some have end up, that's where your fish are spoiling.

You haven't got time to go up the river and discharge your cargo and get out again. It's the process of getting them to the mouth of the river. It's just being able to get to the mouth of the river and being able to come in.

LT. COLONEL WACHENDORF: Thank you, Captain Puring-ton.

Gentlemen, if there is no further business, this hearing is now adjourned.

Adjournment - 9:15 P.M.

Exh. #1

To: U. S. Army Engineer Division
New England Corps of Engineers
150 Causeway Street
Boston 14, Massachusetts

From: Commissioner Ronald W. Green
Department of Sea and Shore Fisheries
Augusta, Maine AND
A. Edward Langlois, Jr., General Manager
Maine Port Authority, Portland, Maine
And State Vice-President of the
National Rivers and Harbors Congress

Subject: Narraguagus River Dredging Project

The following is a brief outline of the proposed harbor improvement project along the Narraguagus River near the town of Milbridge, Maine, together with reasons why we at the State level feel these improvements should be made. Additional recommendations will be made and statistics furnished by interested parties within the town of Milbridge and the County of Washington.

This is essentially a channel dredging project, as residents of Milbridge are requesting that a deep-water channel be provided from a point below the Jasper wyman & Son sardine packing plant to the town, a distance of approximately one and one-half miles.

An existing Federal project, carried out in 1886, provides for a channel 11 feet deep from deep water to Long Wharf and 9 feet deep from that point to the anchorage known as "Deep Hole." No maintenance work has been done on this channel since it was dredged 71 years ago.

Since the 1886 dredging was completed, three sardine packing plants have been established at Milbridge which form the main economic backbone of the community. These plants depend on the Narraguagus River as the "highway" over which their fish must be shipped. Under existing conditions, sardine carriers can navigate the river to the plants only at high water, a situation which frequently causes costly delays in the arrival of fish at the plants. The proposed dredging project should correct this situation and should prove of considerable benefit to all three plants and, as a result, to the community as a whole.

overmised Pable 181 indicate a bacin cimilarity

These factories - Jasper Wyman & Son, Inc., Milbridge Canning Company, and L. Ray Packing Company - employ approximately 400 people. They are engaged in a highly competitive business in which costs must be kept at a minimum and in which the freshness and quality of the fish packed are all-important. The total annual pack of these three plants is worth, in round numbers, \$500,000

The proposed dredging would also benefit some 69 or more lobster fishermen who would be able to fish longer hours without being limited by the tides and could therefore expect increased catches with a greater landed value. Currently, the value of the lobster catch in this area each year is approximately \$ \$7,000

A further benefit of the new channel would be the increase in business resulting from visiting yachts. The present channel, impassible at low water and made difficult by shoals and mud bars at high water, is not attractive to yacht skippers unfamiliar with these waters - though several have taken the trouble to write the town's selectmen indicating they would like to visit the area if the Narraguagus were to be improved.

In addition to what has been outlined above, we wish also to point out that because of the geographic location of Milbridge the proposed improvements would in a sense be insurance for all yachts and fishing vessels operating in this area. With yachting increasing each year in leaps and bounds, it is essential that improvements to this area be made so as to provide an accessible harbor for those caught in foul weather while cruising between Mt. Desert and Jonesport.

It is impossible to calculate in dollars and cents the value that such an improvement would mean to Maine fishermen. Over the years these men have had to depend more or less on natural harbors for protection. Because of the size of vessels now needed to fish more offshore areas, harbor improvements must be made if Maine fishermen are to continue to operate and survive in this highly competitive field.

We in government, and the fishermen of this area as well, are aware of the assistance being extended by foreign governments to their fisheries.

In fact, most of us have observed at first hand the assistance given our Canadian neighbors by their government in the form of fisheries loans and, even more important, excellent harbor facilities.

Therefore, we sincerely hope that the improvements requested can be made here so that Maine people will be in a better position to meet this foreign competition.

Exh. #2

MAINE

MILBRIDGE.

NARRAGUAGUS RIVER IMPROVEMENT

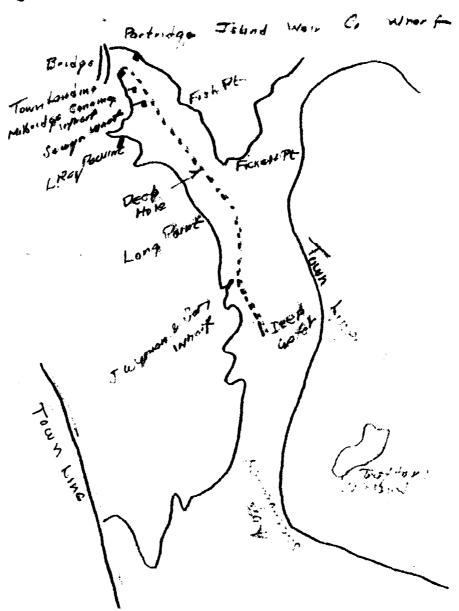
Corps of Engineers, U. S. Army Office of the Division Engineer New England Division Boston, Mass.

Dear Sire

At your request we submit our report on the improvements desired to Marraguagus River and supporting data.

# 1. TESCRIPTION OF IMPROVEMENT WANTED

Dredge a channel 11 feet deep from deep water to the anchorage known as "Deep Hole"; thence 9 feet deep to the site of Town Landing at the Bridge and an anchorage dredged near that Landing



d 1/2 1

The channel is now filled so that there is only two to three foot depth at mean low water. This means the channel is only navigable on half to high tide for any boats drawing over five feet. This condition prohibits bringing herring to the three factories which process sardines, resulting in curtailed operation and loss of income to the employees. At present boats have to be mored in the channel which interferes with river traffic.

#### 3. LANGTRO AND SERVICING FACILITIES IN THE HARDON

## Public landings

There are no public landings at present, although Sunyer Wharf is open to public use.

The Town voted at its last flown Meeting to locate a Town Landing on the old site at the Bridge and raised # 1,000,00 for same providing the Sovernment will dredge the channel to the site.

### L. PREASENT USE OF THE HARBUR

# a. Fishing Industry

There are three Sardine Canning Plants, J. Wyman & Som, Milbridge Cauming Co. and L. Ray Packing Co. located on the Narraguagus River. In addition/Fish Company, Partridge Island Sair Co. not operating at this time. These plants employ approximately 1900 people, and the economy of the community is very dependent on their operation. These are times fish cannot be brought into these plants and this results in unemployment and serious loss of income.

In addition to the factories, there are twenty or more lobster fishermen who fish out of this foun and are forced to meer their boats in the channel. This anchorage is in-adequate, dangerous, and hindrance to river traffic.

product. The quicker herries can be processed the better the product. Due to the gradual filling in of the channel, the cameries are handicapped in their operation.

There is a good possibility that a year round fish processing plant would be established in this fown. An improved harbor would certainly help to bring this about.

The Town has not felt that spending money for a public landing would be economically sound until a suitable channel and anchorage were provided.

RECREATIONAL POATING:

Turing the summer months, there are several yachts cruising the Maine Coast, who have a desire to enter this harbor to buy supplies etc. Many of these people own summer homes on the Islands and Foints in Marraguagus Day and are forced to use facilities in other places as there is no suitable landing and anchorage in the harbor. Many have expressed their desire to use this as a home port, but cannot under the present conditions, as a result the foun losse.

Recently a Boys' Camp has been established on Dyer's Island in Pleasant Bay. Milbridge is the meanest logical shopping place but due to the condition of the river they are forced to truck all their goods 2 miles down the bay and transfer to their boats.

CEARTER BOATS:

operating out of this harbor. The former is moored at Partiridge Island Weir Co. Wharf and the latter anchored at Smith's Cove. 3 miles below the Town. They can only use the channel between half and full tide and as a result can only make trips at this time. The Smith's Cove mooring necessitates carrying passengers from the pound to the mooring by row boat in any tide less than half. The Partiridge Island Wharf is privately owned and has no facilities for this type of service. This condition prohibits these boats from making scheduled trips and they can only operate at certain

IL IS ASSUMED that 2 E

business on a profitable basis, as they would not be hindered by lack of channel and adequate landing.

In conclusion, to keep the economy of Elbridge at the same level with other coastal Maine Towns, we must have an adequate form Landing and a channel deep enough to allow Sardine Carriers, Lobster Boats and Yachts to mavigate at all times.

Respectfully submitted,

MILERITY CHAMBER OF COTERCE

Browyer"

### LANCE OF ELECTROPICATION SHEET

(For See Mith Mavigation Ausstionnaire)

Comercial Landing
Name of Inading Samper Wharf
Owner William Saurver
location Hilbridge
Type of Construction Crib
imensions 300 face
epth and length of berth 6' deep 300' berth
Andsof unloading facilities Rone
Kinds of storage facilities tions
Is railroad siding available? No
is truck access available? Yes
is water available? No
Is fuel available?
That wharf fee is charged? Rone
If landing is only partly open to public, explain.
Tharf is open to public
Washer of boat owners or shipping concerns using landing pier
What is condition of landing? Fair
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ogselerat maring	
Name of Landing	Partridge Island Heir Co.
XIST	Saco
	Milbridge
Type of Construction	n Crib
Dimensions	70' <b>face</b>
Cepth and length of	berth 8' deep 70' berth
Kinds of unloading	facilities Small Noist
Finds of storage fe	Acilities None
Is railroad siding	awailable? No
is truck access ava	Allable? Yes
Is water available?	No
Is fuel available?	No.
What wharf fee is o	harged? None
If landing is only	partly open to public, explain.
	ers or shipping concerns using landing
or pier For on	10 U 80
<b>that is conditi</b> on o	f landing? Fair

4

Tuel. 30. 1 to mavigation questionnaire 30.2

- Consider of the Parish of the Consideration of th
Name of landing Jasper Tymen & Son
Owner Susper Numan & Son
location Wilbridge
Type of Construction Piling
Pimensions 30 x 150
repth and length of berth 0 deep 30 berth
%inds of unloading facilities Fish Fump
Finds of storage (moilities   Sons
's railroad siding available? No
Is bruck access available? No
Is water available? No
Is fuel available? No
That wharf fee is charged' None
if landing is only partly open to public, emplain.
Surber of boat owners or shipping concerns using landing or pier For parsonal use
What is condition of landing? Fair

finel. No. 1 to Marigntion Guestionmairs No. 2

Comproial landing	5
Hame of Landing	talbridge Comming Co.
Mor	Series
location	'A lbridge
Type of onstruction	on Aline
(isonalons	60 × 500
spth and length o	f borth 8' deep 60' borth
dinds of unloading	facilities <u>Fish Pump</u>
Finds of storage fi	aoillties None
is railroad siding	awailable bio
is truck acouse an	milable? No
Is water available	90
Is fuel awailable?	<b></b>
That wharf for is	charged? None
If landing is only	partly open to public, explain.
mee tand to reduce	ers or shipping concerns using landing
or pier For	OVER U.S.O.
That is condition of	of landing? Fair

Enol. To. I to Exvigation westionmaire so. 2

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Tor	CANDO PARAMENTAL DE CONTRACTOR
ocation	Albertan
<b>escriptio</b> n of	business (Indicate kinds of fish handled, whether wholesals or retail, fresen or fresh, etc.
Serilos	
	or (wharves) at which fish received
	pagangan i nga qaqtagan giribanyansar oʻstoquitishishishishishishishishishishishishishi
	or own fishing boats. (if so, how many) or do you buy not fishermen?
Yes on	
	ed by truck, indicate point(s) from which received ucking per ton.
Soo	of tons handled ennually during past 5 years
If towned has approximate an	increased substantially during [met 5 years, indicate
Seese	
Prosent capaci	ty of plant, in tone per year
if there are p	roposed increases in capacity, explain
Approximate av	erage annual gross sum paid to fishermen during past five years \$20,00

Incl. Mc. 5 to Cavigation Destionnaire Mo. 2

(smer Amold Tog)
Location Milbridge, Maine
Description of business (Indicate kinds of fish handled, whether wholesale or retain, frozen or fresh, etc.)
Sardine Cannery
Name of wharf (or wharves) at which fish received
Company Wherf
Do you have your own fishing boats. (if so, how many) or do you buy from independent fishermen?
Yes - beth questions
If fish received by truck, indicate point(s) from which received and cost of trucking per ton.
Portland Area
\$20/ <b>T</b> on
Average number of tone handled annually during past 5 years
2,500 tons
If tormage has increased substantially during past 5 years, indicate approximate annual figures.
Tournage stable except for
substantial increase during 1957
Present capacity of plant, in tone per year 3.500 Tone
If there are proposed increases in capacity, explain
Production dependent entirely upon supply and demand
Approximate average annual gross sum paid to fishermen during past five years #51,406.00

inel. No. 3 to Mavigation questionnaire No. 2

Omnor La R		tendraturania sina
location N	ilbridge	-
<b>'escripti</b> on of	business (Indicate kinds of fish handled wholesale or retail, frozen or	
Sardinee	Manthanthanthanthan and more and and an an anthanthan and an and an analysis a	
	(or tharves) at which fish received	
Creeza	Pump	
Yes	indent fisherman? Two Carriers Three Seiners	
Tes  If fish receive and cost of tre	Two Carriers Three Seiners  ed by truck, indicate point(s) from which unking per ton.	
Tes  If fish receive and cost of tre None	two Carriers Three Seiners  ed by truck, indicate point(s) from which unking per ton.  of tone handled annually during past fir	
Yes  If fish receive and cost of tre None  Yerage number  2000	two Carriers Three Seiners  ed by truck, indicate point(s) from which unking per ton.  of tons handled annually during past five increased substantially during past 5 ye	o year
Yes  If fish receive and cost of tre None  Yerage number  2000	two Carriers Three Seiners  ed by truck, indicate point(s) from which unking per ton.  of tons handled annually during past five increased substantially during past 5 ye	o year
I fish receive and cost of transportation from Spoot S	two Carriage Three Seiners  ed by truck, indicate point(e) from which unking per ton.  of tone handled annually during past five increased substantially during past 5 years figures.	o year
I fish receive and cost of transport successions. Soon of the approximate and No.	two Carriers Three Seiners  ed by truck, indicate point(s) from which unking per ton.  of tone handled annually during past five increased substantially during past 5 years  ty of plant, in tone per year	o year

	Number of Craft	6	2	6	<b>3</b> 6
resent Value \$120,000.00 \$10,000.00 \$60,000.00 \$72,000.0	Longth (Average)	601			15'
dinated Additional Craft which would use	Draft	91			14*
		Asim ann an	##0 non ma	*/	# <b>#</b> 0 000 0
		Azon ann an	## o = 0 o = o =	*/	# <b>#</b> 0 000
	timated Additional	l Craft which wo	ould use		
liumber of Craft 1 Heme Alice	timated Additional ne Harbor if it we To be Transferred	I Craft which wore improved  (Where would the	ould use	from?) Bast	port, Maine

Inel. No. 5 (in part) to Nav. Questionnaire No. 2

Craft Now Heing Harbor As Home Port Use Carbor In It Were Emproved

To be To be Transferred Furchased From Other Harbors \*

Type of Craft	Length, Foet		Total Pres- ent Market Value	Aver. No. Cruising Pays	No. of Craft	fot . Present Market Value	No. of Craft	Total Pres- ent Market Value
Recreations.					der ter en			
Rowboa ts		20	\$ 4.000.00		10	5°000°00		
Outboards (with Motors)	10-20	15	22,500,00	90	15	4,500,00		
Cruisers	<b>31-</b> 50				2	4.000.00		
Sailbonts	10-20	4	5*000* <b>00</b>	90				
<b>4</b>	21-30				1	5,000.00		
**	41-60						1	<b>\$12,00</b> 0
Charter Boats Cruissrs	36-50	1	10°000°04	120	1	20 <b>,0</b> 00 <b>,00</b>	1	15,000
TOTALS		740	<b>6</b> 8 <b>,</b> 50 <b>0.00</b>		29	35,500,00	1	127,000

•	What	Harbors	bLucw	these	transferred	graft	Come	from?	Southport, Main	)
									Smith's Cove	

Incl. No. 7 (in part) to Nav. Questionmaire No. 2

Estimated Additional Transient Craft Which Would See Harbor If It Sere Improved

CHARACTERIZATION AND ENTRINE LECTION OF ACCEPTANT Diver Falling O. 11

Type of	Longth, Foot	Go. of Craft	fotal Present Mrt. Val.	Aver. No. Days in Port	No. of	Total Procest Mark t Value
Recreational	31 <i>-5</i> 0		NONE DUE		10	\$50,000.00
Sailboats	l11-60		to Shailon Changel	etropositi intendiri pir dendiringi. Ana	2	10,000,00 32,000,00

Incl. No. 8 (in part) to Nav. Questionnaire No. 2



# DONALD F. SAWYER INSURANCE MILBRIDGE, MAINE

Received sarled

December 9,1957

U.S.Army Engineers Division, 150 Causeway st. Poston, Mass.

Gentlemen:

APPENDING SERVICE STATE

Narraguagus River, Maine.

While I am not a fisherman or boat owner, I am in favor of sepening the channel of the Narraguagus River to Milbridge, Laine wince the present depth and width or the channel is a great hindrance to the boat owners of the Town, especially the sardine corriers and the boats of the lobster fishermen.

Since a very large proportion of our local economy is comprised of Seasonable items such as fishing and sardine canning, any improvement such as is comtemplated in this proposed project will benefit the whole community either directly or indrectly.

Since the Town is already in the position of having to spend about 65% of its income received from the local tax-rayers on Education and will also have to assume the whole cost of providing a Public Landing, I am not in favor of the Town having to spend money on the river and harbor improvement project itself.

Very truly yours,

Doxard Lawrel

ecural seales

# JASBUR WILLIAM & SON,

## CANNED FOODS.

PHONE: KIMBALL 6-2811

MINUBRIDGE MAINE. December 10, 1957

Chief, River & Harbor Section U. S. Army Engineer Div. N. E. Corps of Engineers 150 Causeway Boston 14, Massachusetts

Re: Proposed Dredging Narraguagus River

Dear Sir:

The undersigned firm of Jasper Wyman & Son, among other things, are engaged in the processing of sardines. Our plant, one of the smaller, is located on the west bank of the Narraguagus River, some two miles south of Millbridge, at Wyman village. Here we process herring brought to the plant by boat from the various weirs and coves along the coast of Maine. As you probably know, herring are an extremely perishable fish and if they are not processed within four to eight hours after being taken from the water, many of them are unfit for processing, or if they are processed, result in very poor quality.

During the past season of 1957, our boat made 69 trips to the plant from the fishing grounds. On many occasions, as a result of the shallow channel in the Narraguagus River, the boat was forced to wait for the tide to rise so that it could reach the plant. On several occasions, as a result of this wait, we were forced to discard the fish and sell them to the fertilizer plants for reduction to fish meal. This of course threw our plant out of production for that day and forced us to lay off our employees. On other occasions, when this delay occurred as a result of the shallow channel, we were able to pack the fish but found that our quality had suffered substantially.

The sardine industry, as a whole, during the past five years has incurred severe losses. Thus the loss of a few loads of herring is a very serious matter to a processor. On several occasions, we have questioned the wisdom of attempting to process herring with this handicap facing us. We feel that if a channel could be dredged in the Narraguagus River to allow passage of boats with a ten to twelve foot draft at any time of tide, that it would be a great advantage to our company and to our employees.

III

YMAN'S BRAND
BLUEBERRIES
PIE FILLINGS
CLAMB
AM JUICE
SARDINES
FANCY LIVE
LOBSTERS

I center

#### JASPER WYMAN & SON

PAGE 2 OF LETTER TO N. E. Corps of Engineers

DATED 12-10-57

This ship channel would immediately eliminate the loss of fish as a result of waiting for the tide and would provide additional employment. It would also make our business more stable economically. Certainly our plant cannot hope to compete with plants which have deep water facilities at all times of tide. We therefore respectfully request the Corps of Engineers to take immediate action to provide a deep water ship channel in the Narraguagus River. We enclose herewith a list of the trips made by our boat, the tonnage of fish and the approximate annual dollar volume of the plant. Our plant processed during 1957 approximately 22,000 cases of sardines having a gross value of \$154,000. This provided a local payroll, not including payment to fishermen, of \$44,000. The payment to fishermen was approximately \$22,000. In addition to the above amounts, some \$40,000. was spent for other goods and services, the bulk of which contributed to the local economy.

Very truly yours,

JASPER WYMAN & SCN

J. B. Crane

JBC:elf

٠,

### TRIPS MADE BY OUR BOAT IN 1957

<u>Date</u>	Hogshe ad	Value of Cargo \$340.00
May 31	17	300.00
June l	15	
4	21	420.00
7	22	440.00
8	11	220.00
17	17	340.00
19	25	500.00
24	20	400.00
25	20	400.00
26	20	400.0C
27	23	460.00
	23	460.00
28	23	460.00
July 1	26	520.00
3	29	580.00
5	19	380.00
5	48	960.00
8		480.0C
9	24	480.00
10	24	480.00
11	24	
12	30	600.00
15	20	400.00
16	5	100.00
16	8	160.00
17	20	400.00
18	16	320.00
19	15	300.00
22	20	400.00
<b>2</b> 3	3	60.00
24-	24	480.00
25	24	480.00
26	8	160.00
26	8	160.00
<b>2</b> 6	12	240.00
29	6	120.00
30	22	440.00
31	12	240.00
31	8	160.00
31	3	60.00
Sept 9	15	360.00
10	15	300.00
11	20	400.00
12	15	300.00
13	5	100.00
13	3	60.00
16	8	160.00
	15	300.00
18	10	200,00
19	15	300.00
20	22	440.00
23	1C	200.00
24	3	60.00
26	ے ج	100.00
25 25	3 th	366.00
	13	2 <b>6</b> 0.00
	<u>.</u> £* <b>1 €</b> .	300.00

WILLIAM CON ISSUED OF THE CONTROL OF

### The GONG BELL Manufacturing Company EAST HAMPTON, CONN.

December 12, 1957

Office of the President

> U. S.Army Corps of Engineers Eastern Division Boston, Massachusetts

Gentlemen:

I understand there is some possibility of an improvement in the controlling depth of the harbor at Mill dridge, Maine.

I own and operate a 44 ft. schooner with a draft of 6'-6" and if it were possible for me to enter this harbor, I would take advantage of the available facilities whenever cruising in the area. I was in Frenchman's Bay last Summer and regretted that it was impossible for me to visit this town and hope that when I am again in this vicinity, I will find enough water to enable me to come up to the dock.

Therefore, I, as a yacht owner, am highly in favor of the proposed improvement.

HBA:B

# The GUNG BELL Manufacturing Co.

YORK OFFICE

EAST HAMPTON, CONN.

TELEPHONE ANDREW 7.2533

MANUFACTURERS OF

Sells & Toys

December 12, 1957

Corps of Engineers, U. S. Army Office of the Division Engineer New England Division Milbridge, Maine

Gentlemen:

Your navigation questionnaire Form 1 relative to the improvement of Narraguagus River and Harbor has come to my attention.

In this letter I would like to express my enthusiastic support of this project at the public hearing to be held in the Milbridge Town Hall on December 17, 1957.

Our boat, Triton 11, is a cruising cutter, 35 feet overall, which draws just under 6 feet - our homeport is Essex Connecticut. We spend our summers cruising the New England Coast. If it were possible to get in to the Harbor at Milbridge, we would certainly make it one of our major stops when cruising the coast of Maine. I will try to outline in the following paragraph my reasons for the above statement.

In the first place, when cruising in a small boat, a snug and safe harbor is always sought out at the end of a days run. Milbridge Harbor would certainly be outstanding in this regard. In the second place, the natural beauty of the country is far above the ordinary. In the third place, the shopping facilities as to food, gasoline, etc. are quite adequate and very close at hand.

Many yachts from the South shore of New England regularly cruise the coast of Maine, and, in fact, quite a number of boats from Essex Yacht Club spend their summers in Maine waters. I feel quite certain that if Milbridge Harbor were dredged, it would become one of the prominent yacht harbors in Northern Maine.

Thanking you for your attention, I remain,

150

Yours truly, hu Mballanley

JMC. lbs

1 Prospect Street Springvale, Maine December 9, 1957

Corps Of Engineers, u.S. Army c/o milbridge Chamber Of Commerce Milbridge, maine

Gentlemen:

As a present summer resident of Milbridge, and a future year-round resident upon retirement within a few years, I am interested in the improvement of the Marraguagus river and harbor.

THE REAL PROPERTY.

1 own a 16-foot, 5½ foot beam, centerboard sailboat worth about \$500. I moor it near Sawyer's wharf on the edge of the channel - said mooring consisting of a granite block with chain fastening and pole. This boat is used about three times a week during the months of July and August for recreational purposes only.

At present, because of the small size and center-board construction of my boat, the only inconvenience i suffer is that I cannot get to or from the mooring unless the tide is better than half up. I can always pick my time to go to the mooring, but with the uncertainties of sailing I sometimes don't make very good connections on the return trip, and that means wallowing around in the flats mud for several hundred feet in order to get back to dry land, or climbing a rickety, slimy ladder at the end of the dilapidated wharf where every move makes one feel that it might be his last - provided one can get to the ladder over the congestion of skiffs tied there.

My sympathies are with those who regularly use boats for their livelihood. Recreational inconvenience can be tolerated, but dangerous conditions and loss of valuable fishing time caused by insufficient water and inadequate docking facilities should not be. it is my opinion that the needs of these people can best be met with reasonable economy by constructing a suitable landing, and dredging an anchorage area around it which will permit easy access to moorings under all tidal conditions with safety, and without interfering with channel traffic.

Very truly yours,

Clanis J. Francis L. Topping

### ELMER H. BRIGHT & CO.

MEMBERS
DONAHDER ROPENS NEW WORLD ROPES NOT SERVICE SERVICES OF TRANSPORT STORM THE PROPERTY OF THE PROPERTY O

### 84 STATE STREET BOSTON

PROVIDENCE, R. I. HAVERHILL, MASS.

December 6, 1957

Mr. E. Philip Sawyer Millbridge Maine

Dear Mr. Sawyer:

I happen to be one of a great many who enjoy cruising - particularly along the coast of Maine. And most of us are at heart - and more and more so - gunkhole sailors. By that I mean that we would much rather poke our way into a little known, strictly native harbor than get messed up with a big fleet in a too sociable resort harbor.

I can well remember working up the Narraguagus River and doing a bit of unplanned sounding with the bottom of my keel, which perhaps is the reason I have not been back too recently. I will never forget a wonderful evening that passed all too quickly in which we took part in a square dance where everybody really had a marvelous time.

I near there is some talk of dredging up to Millbridge and am sure a lot of sailors would be very happy if this project were carried out.

Word travels very quickly if you get into trouble getting into a little harbor, and word also travels quickly if a difficult channel is brought up to reasonable navigating conditions. I, for one, would be very happy if your dredging job is carried out.

Very truly yours,

AHB/D

alexander H. Bright

117 Wischman Avenue Oreland, Pennsylvania December 9, 1957

Mr. E. Phillip Sawyer Milbridge Maine

Dear Phil:

Many thanks for your courtesy in sending me the information regarding improvement of the Narraguagus river and harbor. As a boat operator and property owner of the town of Milbridge, I am vitally concerned with this problem and ask that you present this written statement for me at the hearing.

It is a well known fact that for many years the shallow draft channel and lack of mooring and docking facilities at Milbridge has been a terrific handicap to all types of marine traffic; commercial, charter boats and recreational. The chore of getting upriver at low water is all but impossible for anything but a boat of extremely shallow draft and when the chore is completed, the available facilities are nil.

The writer operates a 35' power cruiser, which, completely equipped, represents an investment of over \$15,000.00. This boat is operated 50% for pleasure and 50% in charter work - fishing and cruising. It is believed with adequate facilities to handle customers, business would be increased to a point of profitable operation.

My boat is currently moored at Smith's Cove, not through choice but necessity as the Stewart Lobster Company is kind enough to allow me to use their facilities. While their kindness is appreciated, these facilities present problems as the wharf can only be approached at half tide or higher, so it becomes a row and lug proposition which finally disgusts charter customers as well as the boat operator.

We are located right in the center of one of the finest fishing and cruising areas in the country yet without facilities to attract people, a desirable operation cannot be maintained.

Very truly yours,

ROBERT S. BOTHE

RSB:AD

Exhibit 3



#### FINE CANNED FOODS

85 WALNUT STREET, WATERTOWN 72, MASS.

West Jonesport, Maine
December 11, 1957

Milbridge Canning Co.

Milbridge, Maine

Att. Mr. Monaulick:

Dear Mr. Monsulick:

I understand that there is to be a survey of the Narraguagus River with the idea of improvements and aids to navigation.

As you know we are interested in seeing the survey made and work undertaken to make it reasonably safe for our hoats to bring fish to you or to any other plants on the river.

The river conditions was the reason, we could not or did not want to deliver the fish you wanted through the 1956 season.

Any information we have will willingly be given to you or to the Army Engineers.

Yours very truly,

Wm. Underwood Company

I pM tedan

VPM/EC

December 11, 1957

To Whom It May Concern:

I am a native of Millbridge, Maine, and have sailed on the Narraguagus River many times during the last half century.

Ever since I can remember, it has been necessary for a craft of moderate draft to wait for an incoming tide in order to go up the river, due to a lack of water in the channel.

During recent years the sardine boats, that sail out of Millbridge, have found it very difficult to get out of or into the river when the tide is out.

This creates a hardship, and I believe that the quantity of shipping in the river, plus the number of fishermen that use the river daily warrants the dredging of the river.

For the past ten years, I have been the owner and operator of a charter boat that has sailed chiefly out of Boothbay Harbor.

Having been a native of Millbridge, my desire would have been to make that my home port and base of operations. However, it was impossible, due to the lack of water in the river at low tide. This resulted in my having to move to the westward where the craft is now located.

Signed	: 11.	4	

(cont.)

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How do you land it?
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Please give names of anyone you know who is using another harbor that would use
this harbor if improvements were made:
Stonature Ralph Chisaman

### TO BE ANSWERED BY ALL:

What kind of Improvement in the harbor do you think will help you and others?.
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Do you want the waterway improved? Jew. How?
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IF YOU OPERATE A CHARTER SIRVION or rent your boat to others:
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you are thinking of buying a boat: What kind? Motor How big/ 24! Would the improvement encourage you to buy it? Yes Would it help you in any other way? Through landing vacilities
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Do you think it would improve fishing commerce, charter boating or recreational boating, for example? Yes  How much? At least 4 or 5 times. Do you think it would help you or the people of your locality in any other way? Yes, I have spooken to many boatman who would use this harbor if it were navigable
Would you be willing to have your community spend public money to help improve the harbor? Yos.
Please give names of anyone you know who is using another harbor that would use this harbor if improvements were made: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Signature: Soland Many

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Please give names of anyone you know who is using another harbor that would use this harbor if improvements were made:
Signature: M.s. S. Teptier. Our

# TO BE ANSWERED BY ALL:

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Present Value 2000 44.
RECREATIONAL BOATS:
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What do you think you could sell it for 1, 2.4
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IF YOU OPERATE A CHARTER SERVICE or rent your boat to others;
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What type of charter or rental service do you furnish?
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How many days was your boat in such service last season?
Will the improvement save you time or money?
Will it help prevent damages to your boat? Two. How. by suffering harder to get In what ways is your charter or rental service now limited by the present water
way that will be made better by the improvement?. 24
Will the improvement save you money or increase your profits in any other way?  Explain. J. S. Getting and M. thu law taste an getting  but the About title.
GENERAL:
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If you live in the locality but do not own a boat or have any business on the waterway: Do you think the improvement on the harbor would be good for the
locality: Lyco. Why?
Do you think it would improve fishing commerce, charter boating or recreational boating, for example?
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## DONALD F. SAWYER INSURANCE MILBRIDGE, MAINE

December 9,1957

U.S. Army Engineers Division, 150 Causeway st. Boston, Mass.

Gentlemen:

Narraguagus-River, Maine

While I am not a fisherman or boat owner, I am in favor of deepening the channel or the Narraguagus River to Milbridge, Maine since the present depth and width of the channel is a great hindrance to the boat users or the Town, especially the sardine carriers and the boats of the lobster fishermen.

Since a very large proportion of our local economy is comprised or Seasonal items such as fishing and sardine canning, any improvement such as is contemplated in this proposed project will benefit the whole community either directly or indirectly.

Since the Town is already in the position of having to spend 65% of its income received from the local tax-payers on Education and will also have to assume the whole cost or providing a Bublic Landing, I am not in favor of the Town having to spend money on the river and harbor improvement project itselr.

Very truly yours,

Donard Hawyer

Exhibit's

Charles A. Cary
94/3 Namours Building
Will ington 98. Delawars

December 10, 1957

The Division Engineer U. S. Army Engineer Division, New England Corps of Engineers 150 Causeway Street Boston 14, Massachusetts

Dear Sir:

I am in receipt of your circular letter of December 3 and attached questionnaire with reference to the project to dredge the Narraguagus River, Maine. In response to your invitation, I am glad to have the opportunity to submit the following information on this project, on which a hearing is to be held at Milbridge on Tuesday, December 17.

My personal interest in the matter arises from my summer residence on an island down the Bay and my ownership of two pleasure boats, a sloop drawing 5' and a power boat drawing about 3'. The last several miles of the channel up the river are too shoal for passage at low water and the town of Milbridge consequently is inaccessible by water for much of the time.

The use of the channel by commercial fishermen and by the fish carriers serving the packing plants at Milbridge is the main justification for the expense of dredging. In addition to our interest as summer residents, Mrs. Cary and I are both natives of that part of the country and are interested in a project such as this which would contribute to the economic betterment of the town of Milbridge.

For the yachting fraternity there might be a potential asset in this project if service facilities, etc. were installed at Milbridge. With the closing of Moosabec Reach by the Beals Island bridge, there are few sheltered anchorages and practically no service points east of Schoodic. For this reason, an accessible harbor with yacht service at Milbridge would be of real value for both safety and convenience.

Yours very truly;

Charles a. Carp.

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# Borwick Boys Foundation, Inc.

107 EAFY 67TH STREET, NEW YORK 21, N. Y

129 WEST ELM STREET, BROCKTON S. MASS.

December 11, 1957



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AM M. EMERSON AUBURH, N. Y.

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E WYMAN

DANCE AND UNSELING

R L. TANGUARY EAST BRAINTRES, MASS. Chief, River & Harbor Section Corps of Engineers, U.S. Army 150 Causeway St. Boston, Mass.

Dear Sir:

I should like to write this letter in support of an application made by the town of Milbridge, Maine for improvement of the channel to their town wharf.

The type of improvement that they need most would be a dredging job to straighten and improve the channel from the mouth of the river to the town wharf. The treacherousness of the present channel makes it hazardous for boats of all sizes from an outboard to a large fish boat. The details of such a dredging operation would best be left in the hands of experts.

The difficulties that we presently have in operating a charitable non-profit boys' camp on Dyer Island in Pleasant Bay at the mouth of Narraguagus River are many. Our principal place of shopping is Milbridge, and most of the time we are unable to go to the town wharf. This is because the channel at low water is extremely winding, narrow, and even for an outboard is dangerous. except for a person that has used it all his life and knows it by heart. Because of the frequent stranding of boats, loss of propellors and shaft ends, and groundings out of our larger lobster type boats, we have abandoned the use of Milbridge as a port. A marked improvement in the channel would be necessary before we feel we could safely use the town wharf particularly after dark. would further point out that the navigational markers are not kept in good repair, and are very difficult to visualize. A further problem is that the mooring area is rather crowded. A second problem is that the wharf is in disrepair, and is very difficult to use even at high water.

934 11

We would particularly like this waterway to be improved as we own several outboards and one thirty-eight foot lobster boat that is used for both pleasure and business. At our Island headquarters we have our own wharf and moorings and we would anticipate getting even larger boats particularly if the facilities were improved. We have a camp that has built to fifty boys and within the next five years will probably number one hundred fifty boys with the sole means of transportation to the mainland being by boat. Enormous amounts of building materials, supplies, food, and the daily mail must be obtained. At the present time this must be done with the aid of our mooring at Wyman which is some two miles down the bay as we do not feel it is feasible, because of the waterway, to go directly to Milbridge. There is a great deal of building material, that if a suitable wharf were present, could be loaded on barges directly from trucks rather than having to hand move each item that goes to the Island several times. This can only be done, not only with a good wharf, but a good waterway that could be used at varying times.

I cannot speak for the community, and I am not a resident of Milbridge, although our business is in that area. I do feel that the community should spend some public money toward improving the wharf and I know that we, as a local organization, would be pleased to participate in this project. I believe that a public landing and a good channel would be used by many interests in Milbridge. The fish boats would have great use for the pier, but should not be allowed to use it to the exclusion of the small fisherman, the pleasure boats, and the boats coming in for business purposes. Thus I feel that this total project would certainly benefit the entire community through its many facets of trade and pleasure. If we can be of any further help, we would be very pleased to do so, and meanwhile would hope that this project receives your favorable attention.

Sincerely yours

. Meredith Berry, M.D.

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Signatures

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